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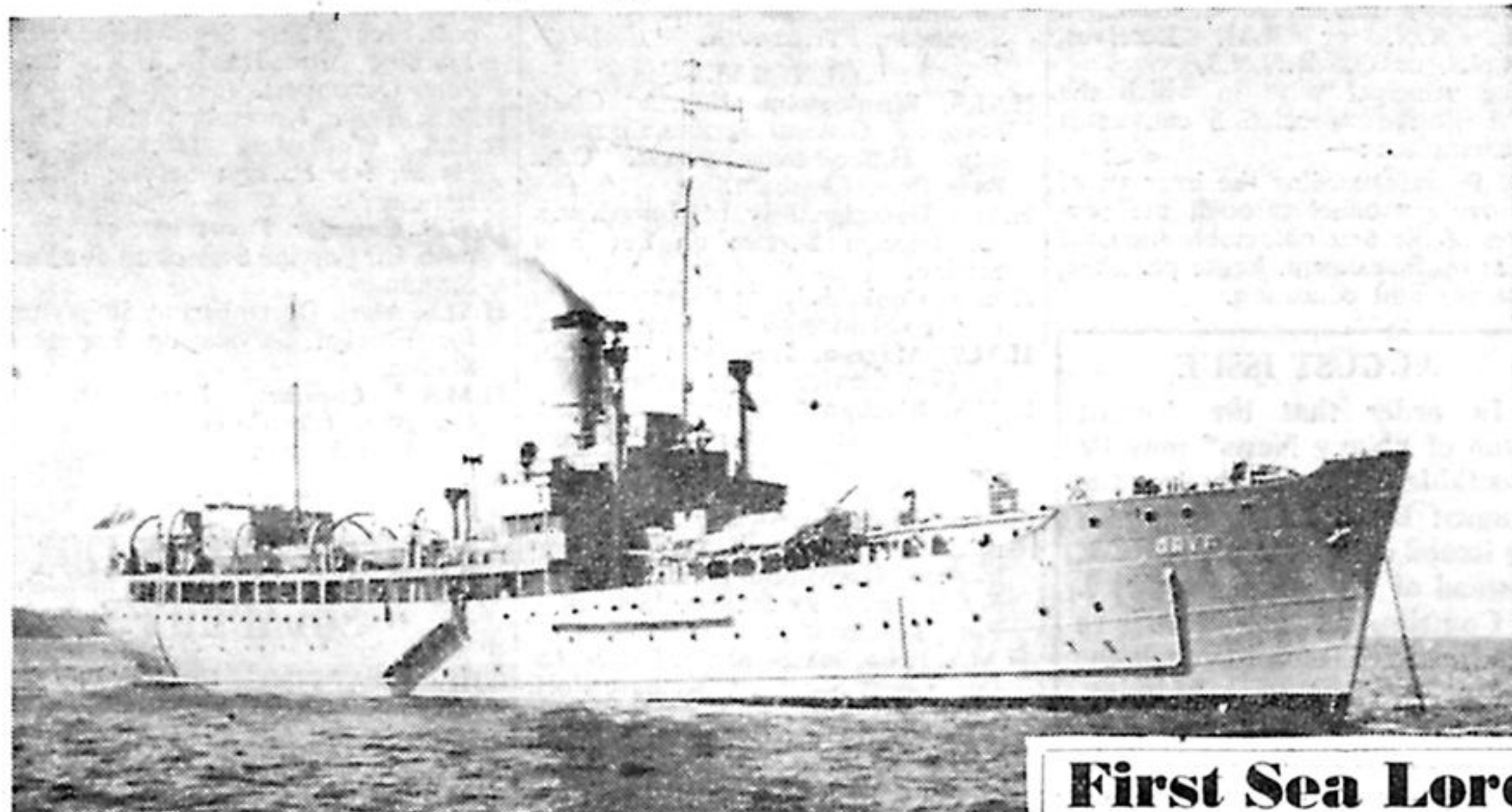
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IS 3-MINUTE RUN POSSIBLE?

OKRET SZKOLNY GRYF

(Training Ship 'Gryf')

Commanding Officer's Farewell Message



Lots and lots of sincerity—that is the biggest impression of England which we take away with us.

Pleasant official occasions—the homely atmosphere of private conversations. Great interest in our country and its affairs.

We were here for four days—that is a very short space of time to be able to say that we have got to know England and her people—but it was long enough to tighten the bonds of friendship between Polish and British officers and men.

During the years of the last World War Polish and English soldiers fought shoulder to shoulder on many fronts against a common foe. On many occasions whilst at Portsmouth we found out that the English people have not forgotten this.

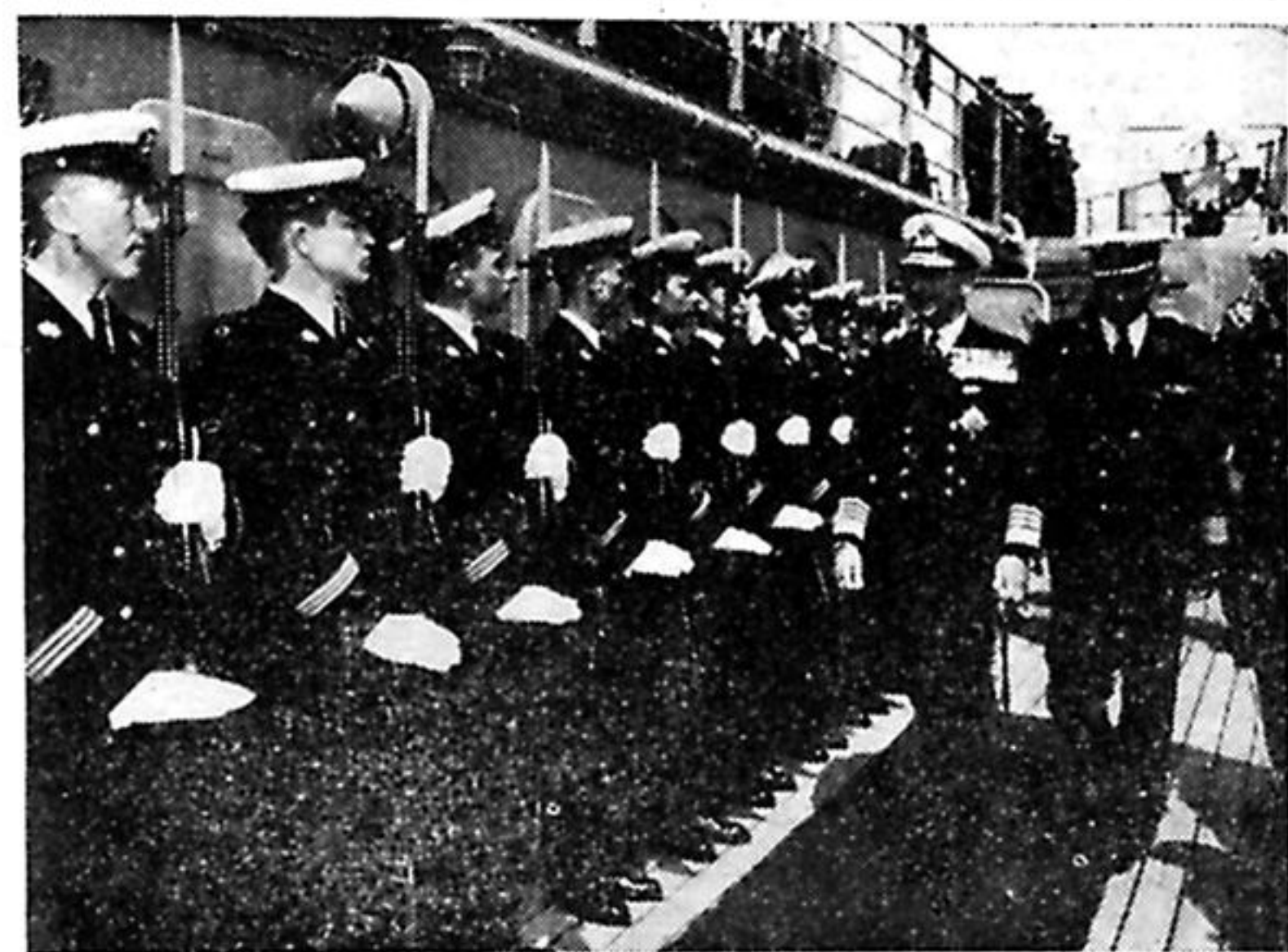
Today we return to Poland. I am certain that the memory of the hospitality we received here will always remain with us.

(Signed) Z. ROMISZEWSKI,
Kapitan Marynarki Wojennej,
Commanding Officer of the
Training Ship Gryf.

siderable number of visits and calls were made during the ship's stay and many of the visitors, for whom it was their first visit to England, had a chance to go to London, Northolt, Winchester and so on, as well as to pay visits to establishments in the Portsmouth area.

All expressed pleasure at the friendliness, warmth and hospitality shown to them although some said that by trying to do so much in a short time their legs and feet were beginning to show signs of tiredness.

The wooden decks of the Gryf are so clean and white that it would seem that some kind of "holy-stoning" is practised in the Polish Navy. A large compartment—the width of the ship—forward is set aside for a lecture room and entertainment room, cinema shows and the like. Pictures of Polish



Admiral Sir Guy Grantham inspects the guard

TWO IMPRESSIONS gained from a short visit to the Polish Training Ship Gryf are firstly its cleanliness and secondly the friendliness met with from the officers and men.

Gryf—nearly 2,000 tons, 282 feet long and 44 feet beam—visited Portsmouth from June 14 to 18 and was in the nature of a return visit for the trip to Gdynia by the Dartmouth Squadron at the end of 1957. A con-

Naval heroes of the past and scenes of Poland hang in the ship's sides. A large map showing tours the Gryf has made between 1951 and 1957 is also displayed, shows that the vessel has visited places as far apart as Murmansk and Sebastopol.

The youth and friendliness of the officers and men was most marked and it is hoped that they carry away with them happy memories of their visit.

First Sea Lord To Open Royal Navy's School of Work Study

ADMIRALS AND sub-lieutenants, sailors and Wrens, all of whom may find in the future their duties affected in one way or another by the Royal Navy's recognition of the importance of work study, will make up the audience at Portsmouth on Friday, July 4, when the R.N. School of Work Study is to be opened by the First Sea Lord (Admiral of the Fleet the Earl Mountbatten of Burma).

In addition to official guests, flag and senior officers of the Portsmouth Command, including captains and also other officers of ships in the port, and selected ratings and members of the W.R.N.S. down to leading rates will hear the address of the First Sea Lord, who was himself responsible for the introduction of work-study techniques, so successful in industry, into the Navy.

The new school, commanded by Cdr. J. A. Templeton-Cotill, R.N., is located in the Royal Naval Barracks at Portsmouth and has been modelled on the work-study instructional department of an international commercial undertaking. It will have the task of training officers and senior ratings as work-study practitioners, besides providing "appreciation courses" for middle-rank officers and providing lecturers for work ashore and afloat. Courses vary in length from one to six weeks, while in the case of practitioners a further period is spent gaining practical experience under experienced officers.

It is almost exactly a year ago that the first four officers, all trained by the R.A.F. at Hendon, were appointed to the staff of the Commander-in-Chief, Portsmouth, for work-study purposes. From these small beginnings four permanent teams have already been established and three others are still gaining experience. By the end of the year it is hoped that there will be twelve teams, each usually consisting of two lieutenant-commanders and a chief petty officer as a recorder-analyst, at work.

Work study has been accepted by the Navy as an aid to fighting efficiency and the proper use of time and resources. It is recognised that few activities within the Service are unaffected, while work study can help as much with the maintenance and repair of the ships at present in service as with the ships and weapons of the future.

Field Gun Trophies go to the West Country

For years athletes talked of the possibility of a four-minute mile—and eventually it was achieved. Field-gun enthusiasts are beginning to talk about a three-minute field-gun run. Is it possible? Millions of people have been thrilled as they watched the field-gun runs either at Earls Court and elsewhere or through the medium of television, and will realise what strength and fitness would be necessary for such an achievement. Last year Portsmouth completed the run in a time which was generally thought would be an all-time record, and yet this year Devonport have made a new record. "Navy News" congratulates all those in the West Country who made such a win possible



THE DEVONPORT Field Gun's Crew came home to a great civic and Naval welcome on Monday, June 23.

With their three trophies, their gun and the traditional oggie—measuring 5 ft. by 2 ft.—they were accorded a reception on Plymouth Hoe by the Lord Mayor and civic officials on behalf of the city. The Lord Mayor

was greeted on his arrival by the Commodore, R.N. Barracks, Devonport (Cdre. T. L. Eddison).

After inspecting the crew, the Lord Mayor made his civic welcome and said: "You have brought credit, not only to the Devonport Division, but to the City of Plymouth as well. I

(Continued Page 2, Col. 3)

The Outstanding Cigarette of the Day



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Navy News

EDITOR

Lieut. (S) H. R. Berridge, R.N.(Retd.),
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 74004 (Ext. 2194)
From July 12, Tel.: Portsmouth 26421

EDITORIAL

THE PROVISION of married quarters and furnished hirings has been of inestimable benefit to the serving officer and man. The living conditions of those who, fulfilling the necessary qualifications and lucky enough to obtain a married quarter, are the envy of many and would make the "old timer" open his eyes in wonder.

Cases of considerable hardship—particularly for those with young children—are still apparent and, unfortunately, will continue to be so until the supply of quarters equals the demand. It is also apparent that some of the hardship to families could be avoided if people realised the responsibilities they owe to their families. It is on record that men—with two or three children—have completed their three, four or more weeks' leave in places away from their depots and, on expiration of leave, have brought their families with them, expecting to be provided immediately with accommodation.

The rules laid down for married quarters are, we know, administered with scrupulous fairness, but the provision of a married quarter or a furnished hiring cannot be done at the drop of a hat. The general rules have been in existence long enough for officers and men to be fully aware of them, and it is not fair to one's dependants—especially if children are involved—to take them to a strange town without having made arrangements for their accommodation; and while on this subject, far too many men leave their wives to traipse around looking for houses, flats or rooms.

Having said that, the wider question remains. Officers and men are appointed or drafted to ships and establishments, and there must always be a time lapse before permanent accommodation can be obtained. The time lapse may be days or even longer. Can anything be done to accommodate people so affected? A married families' hostel in each home port seems to be the answer. A comfortable place from which to travel in

"WITH A THANKFUL REMEMBRANCE OF THY MERCIES"

The Lord is my shepherd—I shall not want. He maketh me to lie down in green pastures—He leadeth me beside the still waters.

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N.B.—To all ships visiting Portsmouth: Special facilities to meet your particular travelling requirements can be organised at short notice.

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Admiralty Fleet Orders of Interest

Services Resettlement Bulletin

ADMIRALTY FLEET Orders 1386/58 points out that the Services Resettlement Bulletin exists to be used as a work of reference by officers responsible for resettlement information, and to be available to officers and men in information rooms. It contains information relating to all fields of Civil Employment and the candidates for entering into various qualifications and requirements of Government and professional positions.

Aircraft Artificers and Aircraft Mechanics

Admiralty Fleet Orders 1444/58 and 1445/58 lay down the present policy with regard to Aircraft Artificers and Aircraft Mechanics as a result of changes in future plans for the Fleet Air Arm. These ratings,

ROYAL VISIT TO NAVAL ENGINEERING COLLEGE

THE NEW Officers' Mess, the first to be designed in a contemporary style for the Royal Navy, at H.M.S. Thunderer, the R.N. Engineering College at Manadon, will be officially opened with a golden key by Her Majesty The Queen during a visit to the establishment with His Royal Highness the Duke of Edinburgh, on Tuesday, July 29.

The new four-storeyed building, which also incorporates anteroom accommodation and cabins, has enabled the old Engineering College at Keyham, 3½ miles away, to be closed down. Its completion also means that for the first time since Manadon was opened in 1940 all engineer officers under training are able to mess together.

Her Majesty The Queen, who is going on to Manadon from Plymouth, will be received on arrival there by the Commander-in-Chief, Plymouth, Vice-Admiral Sir Richard Onslow, K.C.B., D.S.O., and by the Commanding Officer of the college, Capt. Sir John S. W. Walsham, Bt., O.B.E., R.N.

Golden Key

She will inspect a Royal Guard outside the new mess made up of a hundred sub-lieutenants under training and the youngest officer receiving instruction at the college will present her with the golden key with which she will unlock the double doors leading to the entrance hall.

Inside the building, she is to unveil a commemorative stone and attend a service of thanksgiving and blessing conducted by the Chaplain of the Fleet, the Venerable Archdeacon F. D. Bunt, O.B.E., R.N., and the chaplain of the college, the Rev. W. J. Marson, O.B.E., R.N.

Her Majesty The Queen and the Duke will afterwards make separate tours of the new building which, on completion of the next two phases, will house 450 officers on the staff and under training. The Duke will also take the opportunity of presenting the Duke of Edinburgh's award to Lieut. E. G. B. Allen, of the Royal Marines, in the presence of senior R.N. officers.

The Engineering College at Manadon was first opened in May, 1940, when the increasing complexity and scope of engineering in the aeronautical and gunnery fields made it necessary to expand the facilities at Keyham where engineer officers have been training since 1880. In 1946, the old college at Keyham and the growing college at Manadon were commissioned as H.M.S. Thunderer.

The foundation stone of the new Mess, sited on a hill and facing south and west with a view across Plymouth and the Hamoaze to Cornwall, was laid two years ago by the First Sea Lord, Admiral of the Fleet the Earl Mountbatten of Burma.

(Continued from column 1)

search either for temporary or for permanent accommodation; a place providing meals at reasonable prices so that plenty of time is available for finding somewhere to live.

The stay at the hostel would necessarily have to be limited to a specified period—say 14 days—otherwise the object for which it was designed would be defeated.

Is such a project possible? It would be costly undoubtedly, but it is considered that there is an unquestionable need for some such arrangement, and, if provided from public funds, could perhaps be met from a saving in some other direction.

It is understood that at Portsmouth the possibility of a hostel is being canvassed. It is hoped that the dream will become a reality.

of certain seniorities, will be offered the opportunity to use their skill in another branch of the Service or in civil life. Some Aircraft Artificers (A/E) may volunteer to transfer to Artificers in the Electrical Branch, but there will still be a surplus, and premature discharge with compensation similar to the scheme announced in Admiralty Fleet Order 1955/57 is extended to Aircraft Artificers (A/E) and Aircraft Mechanics (A/E) who will, on January 1, 1959, have given 15 years' pensionable service or more. The scheme is also extended to a limited number of Aircraft Artificers (O) and Aircraft Mechanics (O) with the same seniority.

White Ensign Association

Admiralty Fleet Order 1510/58 gives details of the White Ensign Association which has been formed under the chairmanship of Admiral Sir John Eccles, G.C.B., K.C.V.O., C.B.E., for the purpose of assisting and promoting the interests of men and women who are now serving, or have at any time served, in the R.N., R.M., R.N. or R.M. Reserves, W.R.N.S. or Q.A.R.N.N.S.

The principal ways in which the White Ensign Association can assist its clients are:—

(a) By safeguarding the interests of ex-Navy personnel through the provision of the best obtainable financial advice on investment, house purchase, insurance and education.

AUGUST ISSUE

In order that the August issue of "Navy News" may be available to readers before the August Bank Holiday, it will be issued on Thursday, July 31, instead of Thursday, August 7.

Contributors are asked to send articles, etc., to reach the Editor by first post Monday, July 21.

(b) By making available the most expert advice to those who wish to launch out on their own.

(c) By providing the necessary introductions and contacts, in those financial, industrial and commercial fields with which the sponsors are associated, where Naval personnel may be looking for employment.

Applications for advice may be made, preferably in writing in the first instance, to:—

The Secretary, The White Ensign Association, Ltd., 15/16 George Street, Mansion House Place, London, E.C.4.

There is no entrance fee or annual subscription, but normal charges will be payable to professional firms or businesses for services rendered, that may ensue from introductions made by the Association.

Allotments to Messrs. Barnetts

Admiralty Fleet Order 1497/58 states that Messrs. Barnetts, Head Office 145 Queen Street, Portsmouth, have notified the Admiralty that they have disposed of their business to Messrs. John Conway, 14 Ordnance Row, Portsea, Portsmouth.

Allotments which have been declared in favour of Barnett's will, commencing with the month of May, be paid to Conway's. Ratings desirous of stopping these allotments in view of the changed circumstances should take the usual action if they have discharged their debts to the firm.

(Continued from page 1, column 5)

know what a tremendous amount of work this must have meant and your achievement is all the more praiseworthy for it. We welcome you home."

Heavy rain did not dampen the enthusiasm with which crowds lining the pavements greeted the victorious field gunners on their subsequent march through the city to Mount Wise, where they were received by the Commander-in-Chief, Plymouth (Vice-Admiral Sir Richard Onslow).

The Commander-in-Chief told them: "You have done a splendid job. The whole of the Devonport Division is proud of you, from myself down to every man jack in the division."

He then read several congratulatory telegrams, including one from the First Sea Lord, and he finally called for three cheers.

Continuing their triumphant march, the crew at last came home to R.N. Barracks, Devonport, where lower deck had been cleared to greet them. At the welfare committee's reception the ceremonial oggie was cut with the field gun officer's sword and many toasts were drunk to the West Countrymen's notable successes.

DRAFTING FORECAST

PARTICULARS IN this forecast are liable to alteration. The U.K. Base Port is the port at which a ship may be expected to give leave and to refit as a general rule.

Volunteering. Ratings may volunteer for any of the ships, or for service in a particular station, or for specific forms of service (e.g., Local Foreign Service or General Service). As drafting action is taken at least two months ahead, applications to serve in ships due to commission in the next few weeks are unlikely to have any effect.

SUBMARINE COMMAND

H.M.S. Thermopylae, July, at Devonport, for service in the 2nd S/m. Squadron, Home Fleet.

H.M.S. Tabard, July, at Devonport, for service in the 1st S/m. Squadron, Malta.

H.M.S. Scorchier, August, at Portsmouth, for service in the 5th S/m. Squadron, Portsmouth/Portland.

H.M.S. Aeneas, August, at Portsmouth, for service in the 5th S/m. Squadron, Portsmouth.

H.M.S. Artemis, August, at Portsmouth, for service in the 5th S/m. Squadron, Portsmouth.

GENERAL

H.M.S. Birmingham, July, at Chatham, for General Service Commission (Home/Mediterranean). U.K. Base Port, Chatham.

H.M.S. Dampier, July, at Hong Kong, for Foreign Service on Far East Station.

H.M.S. Cook, July, at Singapore, for Foreign Service on Far East Station.

H.M.S. Maxton, July, at Hythe, for Foreign Service (Mediterranean).

H.M.S. Blackpool, August, at Belfast, for General Service Commission, Mediterranean/Home. U.K. Base Port, Chatham.

H.M.S. Protector, August, at Portsmouth, for General Service Commission Home/South Atlantic and South American Station. U.K. Base Port, Portsmouth.

H.M.S. Echo, September, at Cowes, for East Coast Survey. U.K. Base Port, Chatham.

H.M.S. Ulster, August, at Devonport, for General Service Commission, Home/West Indies. U.K. Base Port, Devonport.

H.M.S. Ausonia, September, at Devonport, for Home Sea Service (Steaming Crew) (Ship commissions Foreign Service in Malta, November/December).

H.M.S. Dartington, September, at Hythe, near Southampton, for Foreign Service on Mediterranean Station.

H.M.S. Centaur, September, at Devonport, for General Service Commission. U.K. Base Port, Devonport.

H.M.S. Camperdown, September, at Devonport, for General Service Commission (Mediterranean/Home). U.K. Base Port, Devonport.

H.M.S. Saintes, September, at Devonport, for General Service Commission (Mediterranean/Home). U.K. Base Port, Devonport.

H.M.S. Armada, September, at Portsmouth, for General Service Commission (Mediterranean/Home). U.K. Base Port, Portsmouth.

H.M.S. Broadsword, September, at Rosyth, for General Service Commission (Mediterranean/Home). U.K. Base Port, Chatham.

H.M.S. Leopard, September, at Portsmouth, for General Service Commission (Home/South America and South Atlantic). U.K. Base Port, Devonport.

H.M.S. Lynx, September, at Portsmouth, for General Service Commission (Home/South America and South Atlantic). U.K. Base Port, Portsmouth.

H.M.S. Houghton, September, at Hythe, for Foreign Service (Mediterranean).

H.M.S. Carron, July, at Devonport, for Home Sea Service (Dartmouth Training Squadron). U.K. Base Port, Devonport.

H.M.S. Crofton, October, at Hythe, for Foreign Service (Mediterranean).

H.M.S. Chawton, October, at Hythe, for Foreign Service (Mediterranean).

H.M.S. Llandaff, October, at Devonport, for General Service Commission (Mediterranean/Home). U.K. Base Port, Devonport.

H.M.S. Undine, October, at Portsmouth, for General Service Commission (Mediterranean/Home). U.K. Base Port, Portsmouth.

H.M.S. Undaunted, October, at Portsmouth, for General Service Commission (Mediterranean/Home). U.K. Base Port, Portsmouth.

H.M.S. Duncan, October, at Southampton, for Home Sea Service (Fishery Protection Squadron). U.K. Base Port, Rosyth.

H.M.S. Urania, October, at Devonport, for trials.

H.M.S. Loch Ruthven, October, at Devonport, for General Service Commission (Home/East Indies). U.K. Base Port, Devonport.

H.M.S. Gambia, November, at Rosyth, for General Service Commission (Home/Mediterranean). U.K. Base Port, Rosyth.

H.M.S. Solebay, November, at Portsmouth, for General Service Commission (Mediterranean/Home). U.K. Base Port, Portsmouth.

H.M.S. Lagos, November, at Chatham, for General Service Commission (Mediterranean/Home). U.K. Base Port, Chatham.

H.M.S. Hogue, November, at Devonport, for General Service Commission (Mediterranean/Home). U.K. Base Port, Devonport.

H.M.S. Mounts Bay, November, at Singapore, for Foreign Service on Far East Station.

H.M.S. Chaplet, November, at Portsmouth, for Home Sea Service. U.K. Base Port, Devonport.

H.M.S. Teazer, November, at Devonport, for Home Sea Service (2nd Training Squadron). U.K. Base Port, Devonport.

H.M.S. Tiger, November, at Clyde.

H.M.S. Woolston, December, at Hythe, for Foreign Service (Mediterranean).

H.M.S. Cavalier, December, at Singapore, for Foreign Service on Far East Station.

H.M.S. Alert, December, at Singapore, for Foreign Service on Far East Station.

H.M.S. Caprice, December, at Glasgow, for Foreign Service on Far East Station.

FISHERY PROTECTION SQUADRON

THE DRAFTING Forecast in the June issue showed H.M.S. Duncan, as commissioning for the Fifth Fishery Protection and Minesweeping Squadron based on Portsmouth. In fact the Squadron has now been renamed and is known as the Fishery Protection Squadron and Duncan (as will all the Type 14's of the Squadron) will be based on Rosyth on commissioning.

We gladly print this amendment to the forecast for we know many of our readers are interested in the "Fishery" service, and may wish to volunteer for the squadron.

The other Type 14s are Russell and Palliser. H.M.S. Malcolm (at present in the 2nd Training Squadron) transfers to the Fishery Protection Squadron on May 1, 1959.

"Collar sense at last
Jack . . . that
certainly is smart!"



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Motoring Notes . . .

CRASH REPAIRS

AS A rather high percentage of Naval motorists seem to get themselves involved in accidents of various sorts it has been suggested that a few notes on the subject of crash repairs would be of interest. The following remarks explain the essential procedure necessary to ensure speedy repairs to the car or motor-cycle.

Immediate Action

Assuming that every motorist is aware of his legal obligations to exchange names and addresses, etc., at the time of the accident, the most important thing is to get the circumstances of the accident clear. This is particularly important if your insurance cover is only third party and you consider the other chap is at fault. In this case witnesses, measurements, and all possible details are necessary because the other person's insurers will be liable to pay and they can be most difficult if you cannot prove a cast iron case. In the case of comprehensive insurance you still need the details if the other party is at fault, otherwise you may be unable to protect your "no-claim discount" or recover any excess you are required to bear.

The next important thing is to have

decide who should handle the work.

Having looked after the salvage of the vehicle and got yourself home, the next most important step is to contact your insurance company and notify them of the accident. If you haven't a Claim Form they will very soon send you one.

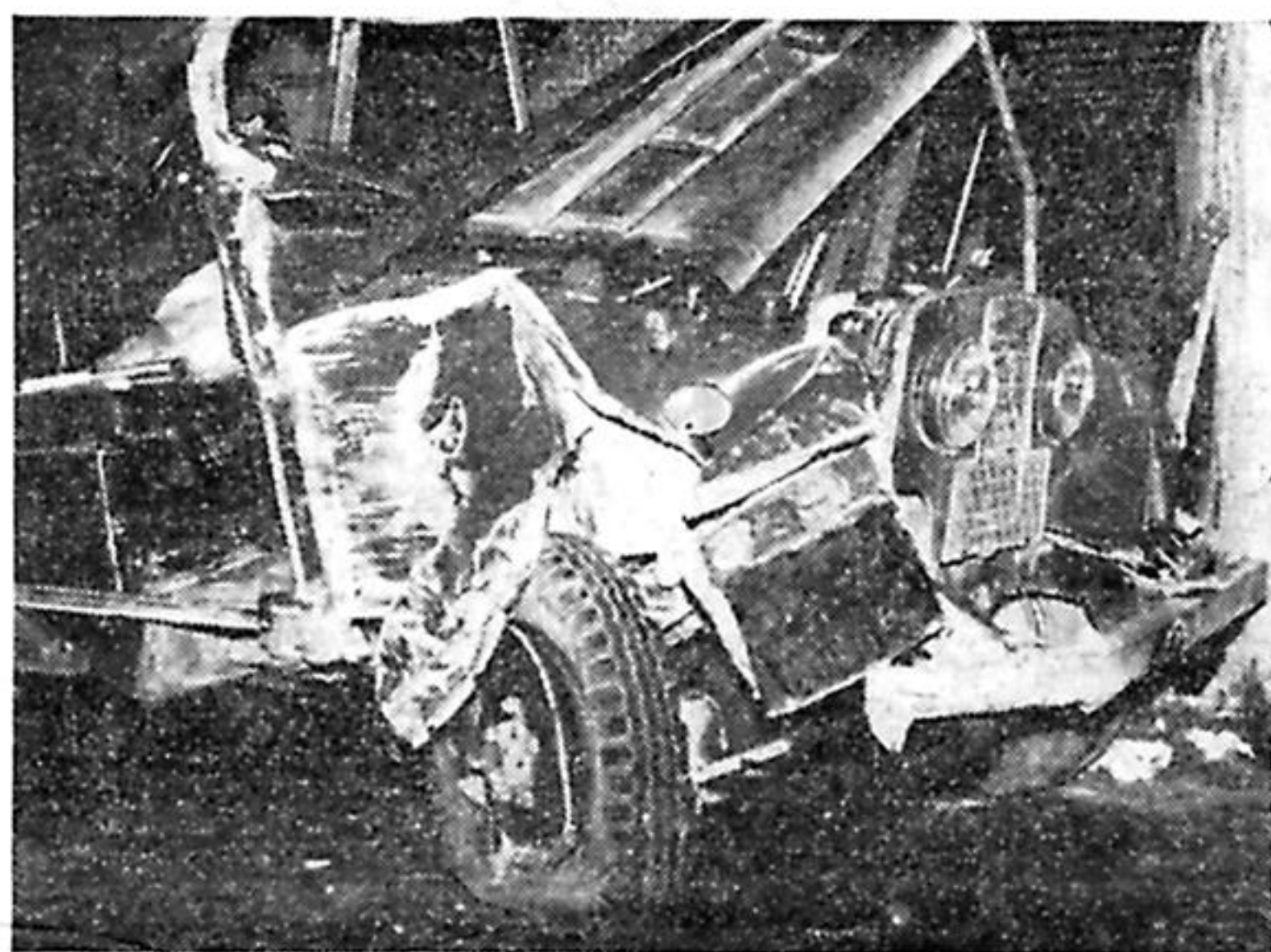
Claim Form

The Claim Form is a most important document and it is absolutely vital that you complete it correctly and fully and get it back to the insurers without delay. Without it they will do absolutely nothing. At the same time the garage should be asked to prepare an estimate and it will help them if you will give them the name and address of the branch of the insurance company who issued your policy, together with the policy number. This will enable them to make direct contact, and provided the claim form is in order there should be little further delay.

Incidentally, if possible it is always preferable to deal direct with the insurers rather than through a broker, as endless delays can be avoided.

Authority to Repair

The next step is carried out by the insurers who will decide whether or



the vehicle removed to the nearest competent repairer. This is the moment, when probably shaken after a paralysing experience, you have to calm yourself and start being business like as you will probably find a whole gaggle of R.A.C. and A.A. Scouts, police, local inhabitants and garage-men with their breakdown wagons all trying to help. The operative considerations at this point are "Who is the nearest competent repairer?" and "Who pays?" If you are to blame and your insurance cover is only third party, the entire cost of salvage and repairs to your own vehicle will be your own responsibility and you need read no further. If you are comprehensively insured however, this question of competence is important. Crash repair work involves special equipment and panel beaters which the average garage does not employ. A little discreet cross-examination of the road scouts or police will help you to

not to have the damage assessed. If the cost exceeds £20 they usually send either their own staff engineer or appoint a local independent assessor to act for them. He should be on the scene within 72 hours of your sending in the claim form, provided of course that the insurers acted immediately. At this stage patience is necessary and you cannot expect the repairers to go ahead until someone gives them official instructions to carry out repairs. If there is any undue delay it is quite reasonable to contact the insurer's claims manager and ask him to live things up a little and in my experience they invariably do take immediate action.

Satisfaction Note

On completion of the repairs, one is required to sign a "Satisfaction Note" without which the repairer's account will not be settled by the

(Continued in column 3)

SHIPS OF THE ROYAL NAVY

No. 34. H.M.S. ALAMEIN

H.M.S. ALAMEIN, one of the later "Battle" Class destroyers, was built by Messrs. Hawthorne Leslie and Co. Ltd. in 1943. She was launched in May, 1945, by Lady Margaret Alexander, the wife of Field-Marshal Lord Alexander of Tunis. This was, in fact, the first ceremonial launching to take place since the outbreak of hostilities. Alamein has a displacement of 2,325 tons and is 355 ft. long. She has a beam of 40 ft. and draws 18 ft. Her twin propellers are driven by two Hawthorne Leslie turbines, developing 50,000 s.h.p., giving a speed of approximately 32 knots.

Her armament consists of five 4.5 in. guns, 10 torpedo tubes, a single "Squid" anti-submarine weapon and numerous close-range anti-aircraft weapons. To man this large and varied armament, Alamein has a complement of 235 officers and men.

As one of the "Battle" Class destroyers, Alamein was named after the great British victory over Rommel and his Panzer Divisions at El Alamein in October, 1942, the turning point of the Second World War.

That this ship should be called Alamein is almost unique in that she is one of the few ships to be named after a battle which was actually fought within the living memory of those who serve in her. This also makes her the first ship to bear the name Alamein. She wears the crest of Field-Marshal Viscount Montgomery of Alamein and his motto—"Gardez Bien"—taken from his personal arms.

The Field-Marshal takes a keen interest in Alamein, and last November went to Chatham to speak to her present ship's company before she left for service in the Mediterranean. He also hopes to spend a few days at sea in Alamein before retiring from active service in the autumn.

Since first commissioning in 1948, Alamein has served in the Fourth Destroyer Squadron on the Home and Mediterranean Stations and has also spent a period in the Reserve Fleet at Rosyth. On coming out of reserve, Alamein saw service in the Suez landings in 1956 and is now once again serving with the Fourth Destroyer Squadron, of the Mediterranean Fleet.

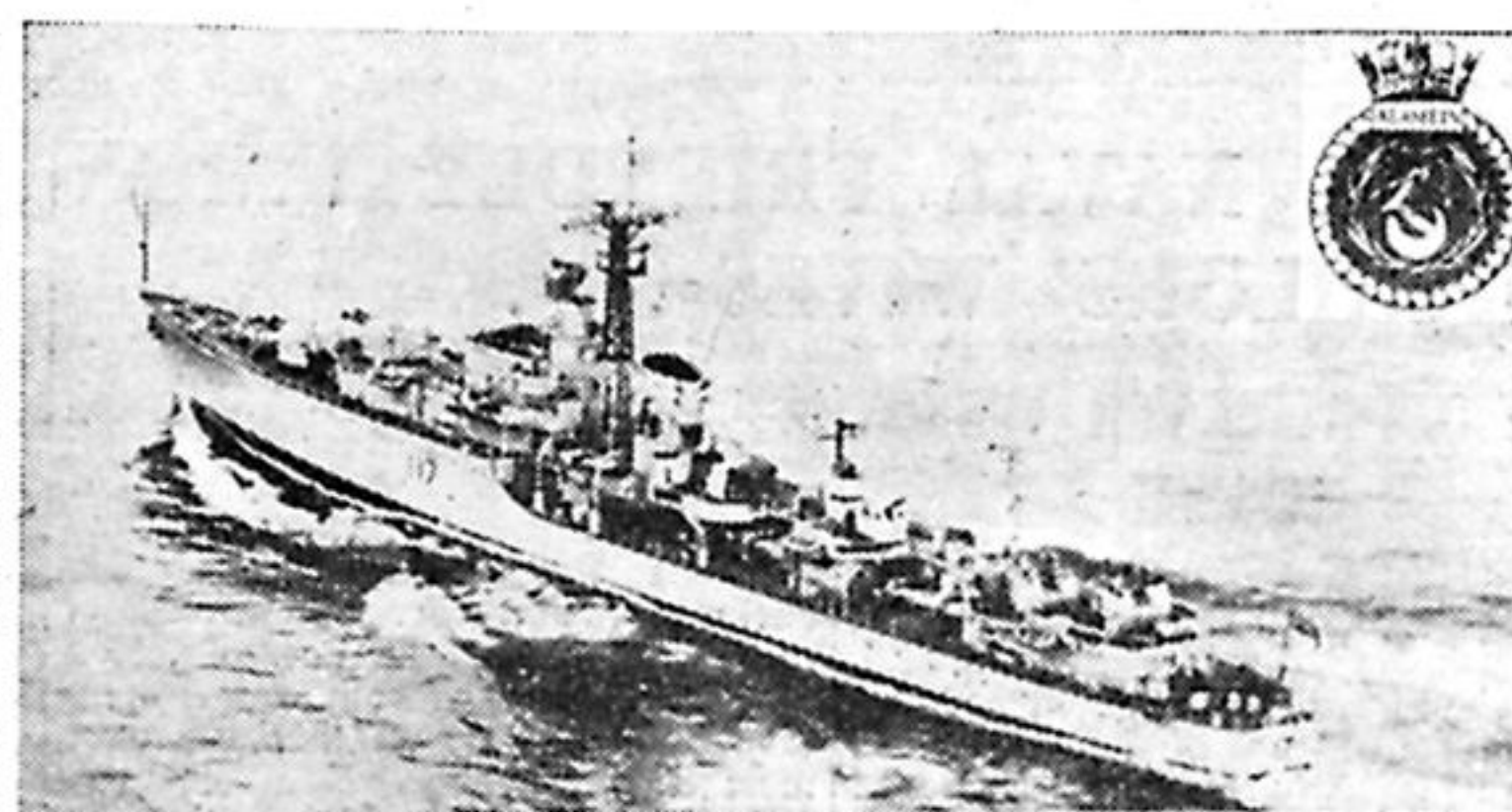
(Continued from column 2)

insurers. Without being unnecessarily picky it is just as well to inspect the repair to see if it really is satisfactory before signing the document. Even the best repairers frequently fail to paint the undersides of panels and a 10-minute look round will save lots of argument later.

Contribution

There are several points which can lead to argument in dealing with crash repairs. The main ones concern the replacement of tyres, battery, replacement of rusted panels and complete re-painting of the vehicle. Quite obviously an insurance company is not going to make a free gift of a new tyre when the one it is replacing is worn out. The same principle applies to the other items so that you should be prepared to negotiate a reasonable contribution if such circumstances arise.

A. E. Marsh.



Advancement to the Chief Petty Officer and Chief Artificer Rate

CONFIRMATION HAS been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

To Chief Petty Officer.—JX.148185 S. Bell; JX.162349 R. Brown; JX.144679 W. Jeffery; JX.152734 A. Lambourne; JX.715719 B. Langley; JX.150604 A. Parry; JX.138154 W. Richardson; JX.150626 E. Slade.
To Chief Yeoman of Signals.—JX.155400 C. W. Hill.
To Chief Petty Officer Telegraphist.—JX.646081 W. Bailey; JX.712931 W. H. McCully; JX.152387 A. Turpin.
To Chief Petty Officer Writer.—MX.849411 R. Bowling; MX.848799 G. Scarlett; MX.808126 D. Simmonds.
To Stores Chief Petty Officer (S).—MX.801051 J. Haslam.
To Chief Petty Officer Cook (S).—MX.51659 E. Ford; MX.60934 F. Inseal; MX.856572 P. Langham; MX.56482 W. Townsend.
To Chief Petty Officer Steward.—LX.740470 D. Duffy; LX.627199 G. Smith.
To Chief Painter.—MX.801849 R. Aitken; MX.70129 D. Avery; MX.63064 A. Davies; MX.74111 K. Hazelden; MX.74208 H. Keast.

MX.876818 C. Neville; MX.74956 W. Trembath.

To Chief Plumber.—MX.767348 J. Bragg; MX.92776 T. Love.

To Chief Ordnance Artificer.—MX.833407 D. Crane; MX.766832 J. Pangel.

To Chief Electrical Artificer.—MX.569372 T. Spencer.

To Chief Petty Officer Electrician.—MX.803819 D. Brooks-Cooch; MX.890900 L. Robinson.

To Chief Engine Room Artificer.—MX.863578 J. Adams; MX.93429 F. Aze; MX.73874 B. Birch;

MX.608128 N. Burt; MX.704118 P. Cox; MX.569331 D. Fluck;

MX.120451 E. Hanlon; MX.703831 E. Harris; MX.120543 B. Hewlett; MX.863578 L. Hunt;

MX.708071 A. Jackson; MX.704145 D. Strickland;

MX.708086 J. Trenchard.

To Chief Engineering Mechanic.—KX.91916 F. Harris; KX.95470 C. I. Jeffery; KX.84666 J. Nagle;

KX.95814 R. Sole; KX.172027 R. Taylor.

To Chief Airman (Aircraft Handler).—D. M. Piper, L/FX.882484 POA (AH1).

To Acting Chief Radio Electrician (Air).—F. R. Newson, L/FX.669164 REA (A5).

auditors, addressed Conference association finances generally; his interesting address was read with acclamation. His recommendations with regard to reinvestment of certain Association were ed nem. con.

chartered accountants, of which

standard was dedicated by the Lord Bishop of Lancaster. After the dedication delegates and members from the surrounding area headed by massed standards marched to the Cenotaph, where Sir John laid the Association wreath. A guard of honour came from from Stretton, as also did one band.



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WOMEN'S PAGE

A MISCELLANY FOR THE LADIES

ROYAL NAVAL FRIENDLY UNION OF SAILORS' WIVES . . .

NEW COMMITTEE FOR VERNON BRANCH

THE H.M.S. Vernon Branch held their general meeting on Wednesday, June 4, in the Cinema, H.M.S. Vernon, Mrs. E. A. Blundell presided and in the absence of the Rev. B. A. Watson, on duty, the meeting opened without the usual prayers.

The main business of the June general meeting is the election of a new committee and from the nominations received the following were elected:—Mesdames Coxwell, Vicary, Bird, Brown, Parnham, Riley, Vass, Buck, Minchin and Robertson.

During the counting of the votes Mrs. F. Coxwell conducted a short Beetle Drive. Prizes, very kindly given by Mesdames Blundell, Coxwell and Vicary, were won by Mesdames Brown, Pope and Vicary. Mrs. Brewer sold raffle tickets for prizes very kindly given by Mesdames Buck and Bartlett. The prizewinners were Mesdames Linnell and Randall. Our thanks are due to Wrens Cooke and Munro for so ably looking after the children.

The chairman, vice-chairman and 26 members went on the annual outing which this year was to Poole and Bournemouth. After a stop for coffee we arrived at Poole for lunch and afterwards visited Poole Potteries which are very pleasantly situated overlooking the Harbour. The processes seen were most interesting and the varied array of pottery very fascinating. We had a two hour stay in Bournemouth on the way home which enabled members to have tea and look around. In spite of showers the weather was kind for most of the day.

On Wednesday, June 18, Lady Vernon held a garden party at the Vernon Branch for members of the

local branches of the R.N.F.U.S.W. which 40 of our members were privileged to attend. A number of members were also guests of the Southsea Branch at their Garden Party in the Wardroom Gardens of the Royal Naval Barracks, on Monday, June 16. Both events were favoured with fine weather and were most enjoyable.

By the time this is in print the annual garden party will have taken place and because of leave there will be no general meeting in August. The next general meeting will be held on September 3 and will be a demonstration of frozen foods. Members are reminded that subscriptions for 1958-59 are payable in September. These are in future to be 2s. per annum for all members.

A sewing meeting will be held on July 30. Mrs. Walmsley is always pleased to welcome new members to this.

GARDEN PARTY AT HAVANT

THE MAY meeting, which was held at St. Faith's Hall, was opened by the Rev. Patrick Walton, with prayers and announcements made by Mrs. Hardie (chairman). The Southern Gas Board presented a very amusing and interesting film on gas appliances from the first gas jet to the ultra-modern items used in homes today.

Tea was served by Mrs. Jones and Mrs. Johnstone and helpers. Raffles, each of half a dozen eggs given by Mrs. Weaver, were won by Mrs. Hackney and Mrs. Battison.

The garden party meeting on June 11 took place at the attractive British Legion Hall, which has colourful flower borders and bowling greens at the rear of the building.

Guests from other branches attended, and with fine weather and gay clothes, the meeting had a festive air.

Mrs. Hardie opened the proceedings and introduced Lady Creighton, who later presented the prizes.

A cake and sponge competition, which was very popular, was judged by Miss MacDonnell of the Southern Electricity Board. Mrs. A. Weaver won the cake section and Mesdames Ayton and Elsie the sponge section.

Mrs. I. C. Horton and Mrs. Hutchins organised some "mingling" games, and prizes were won by Mrs. Furrough, Mrs. Hitchens and Mrs. Oakford. A raffle for a large basket of fruit was won by Mrs. A. Childs and that for a tin of biscuits by Mrs. Patch.

An excellent tea was served by Mrs. Jones and helpers and members of the committee, and Mrs. Hardie organised the decoration of the hall.

SOUTHSEA'S OUTING TO LULWORTH COVE

THE HIGHLIGHT of this month's activities was the Garden Party given by Lady Grantham in the gardens of Admiralty House on June 18. What our members appreciated most was the opportunity for them to talk individually with our President. The gardens of Admiralty House were looking most charming on this sunny afternoon and the members enjoyed taking their tea on the lawn and chatting to one another and to members of the other branches.

We are again most grateful to the officers of the Royal Naval Barracks for allowing us the use of their wardroom gardens for our own garden party, which we held on Monday, June 16. Once again the sun shone. The Royal Marine Band provided a pleasant musical background while members tried their skill at the various competitions, and strolled around admiring the beautiful gardens. Our guests included Dame Elizabeth Kelly, Mrs. Begg (Vice-President, Portsmouth R.N.F.U.S.W.), Mrs. Winter (Portsmouth Honorary Secretary) and the chairmen, secretaries and members from the other local branches. After a most enjoyable tea, Mrs. Begg presented prizes to Mrs. Hobbs (weight of cake); Mrs. Jupe (number of flowers); Mrs. Cox (treasure hunt); Mrs. Grimstead and Mrs. Prescod (pegs on line); Mrs. Bannister and Mrs. Savage (ping-pong balls in jar), and Mrs. Treadwell (tailing the pig).

Somewhat fewer members came on the summer outing this year, which was to Lulworth Cove, but those who did agreed that it was a thoroughly enjoyable day. On the return trip we stopped at Bournemouth to look at the shops and have tea.

Our next meeting will be held on July 16, at 2.15 p.m., in the Commodore's Conference Hall, when we will have a talk by a policewoman.

New members are always welcome at our meetings and details of membership can be obtained from Mrs. Dore (Hon. Secretary, R.N.F.U.S.W., Southsea Branch), 28 Grant Road, Farlington. Tel. Cosham 78081.

NORTH END BRANCH—FINE WEATHER FOR FRIENDLY WIVES' OUTING

THE NORTH End branch met on Tuesday, June 3, in Fisher Hall, Whale Island. Mrs. Doig took the chair and the meeting started, as usual, with a hymn and prayers led by the Rev. Brierley.

We then had a brief talk by Inspector Cousins of the N.S.P.C.C. on the work of the Society in Portsmouth and he appealed for helpers for their coming flag day on July 26. Mrs. Kingswell of the Portsmouth Floral Arrangement Society then gave a very interesting talk and demonstration on floral arrangement and produced some very pretty floral effects.

The weather was kind on June 10 for the summer outing organised by Mrs. Tearreau when a coachload of members went on a lovely round trip through the Cotswolds to Cheltenham, which was much enjoyed. On Tuesday, July 1, we shall be having our annual garden party in the Wallaby Garden at Whale Island, 3.30 p.m. to 5 p.m., and at this we are having a bring and buy and cake stall in aid of King George's Fund for Sailors which we hope will be well supported.

Out of Uniform

Leading Wren Slade, R.M. Barracks, Eastney. Material, Multi-coloured striped cotton; 4½ yards at 6s. per yard. Total cost, 30s.

ROYAL TOURNAMENT

W.R.N.S. Fencing

After their success in the Inter-Services triangular match, the women's foil team were on their toes for the Royal Tournament competition and, fencing as well as ever, gained three of the five places in the final pool.

The ultimate winner was L. Wren Brooks who is thus the Inter-Services Women's Champion-at-Arms.

Third Officer Strong was fourth and Second Officer Joll finished in fifth place.

L. Wren Brooks and Second Officer Strong were included in the Combined Services team which met the Ladies Amateur Fencing Union and lost by the narrow margin of seven bouts to nine.

OUTSTANDING SPORTSWOMAN



Leading Wren G. D. Wayman winning the high jump. See H.M.S. Vernon, Sports Day on page 14

A GREAT DAY FOR DOLLS

ON THURSDAY, July 24, at 2.30 p.m., a big sale and exhibition of dolls was held in aid of the King George's Fund for Sailors in the Savoy Ballroom, Southsea.

Naval wives, Wrens and many friends have combined to dress over 500 dolls and there will also be separate clothes for those dolls in need of new outfits. Beautiful work and generous gifts provide some fine bargains.

The exhibition provides a special attraction as the Dolls Club of Great Britain and the Dollmakers' Circle have offered a preview of their hand-made dolls which are to be shown at the Edinburgh Festival this year.



H.M.S. GANGES SELECTS HER "BUTTON BOY"

STILL TO be selected at H.M.S. Ganges, the Royal Navy's training establishment at Shotley Gate, near Ipswich, is the young rating for the proud position of "button boy" at the mast-manning and Sunset ceremony on the annual Parents' Day to be held on Saturday, July 5. Up to nearly 3,000 visitors are expected at the establishment, where nearly 2,000 Junior Seamen, Engineering and Air Mechanics, Signalmen and Telegraphists are under instruction, if the weather is fine.

The "button boy," who will be chosen from a short-list of volunteers from two of the divisions at H.M.S. Ganges, stands on the 12-in.-wide disc at the top of the 147-ft.-high mast during the ceremony, when some 80 boys will man the mast and its three yards.

Taking part in the Sunset ceremony going on at the same time will be the Junior Royal Marine Band from the R.M. School of Music at Deal, and also the Junior Bugle Band and the R.M. Band from H.M.S. Ganges.

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	and will now be worth about	£142 4s	£189 12s	£237	£284 8s	£331 16s
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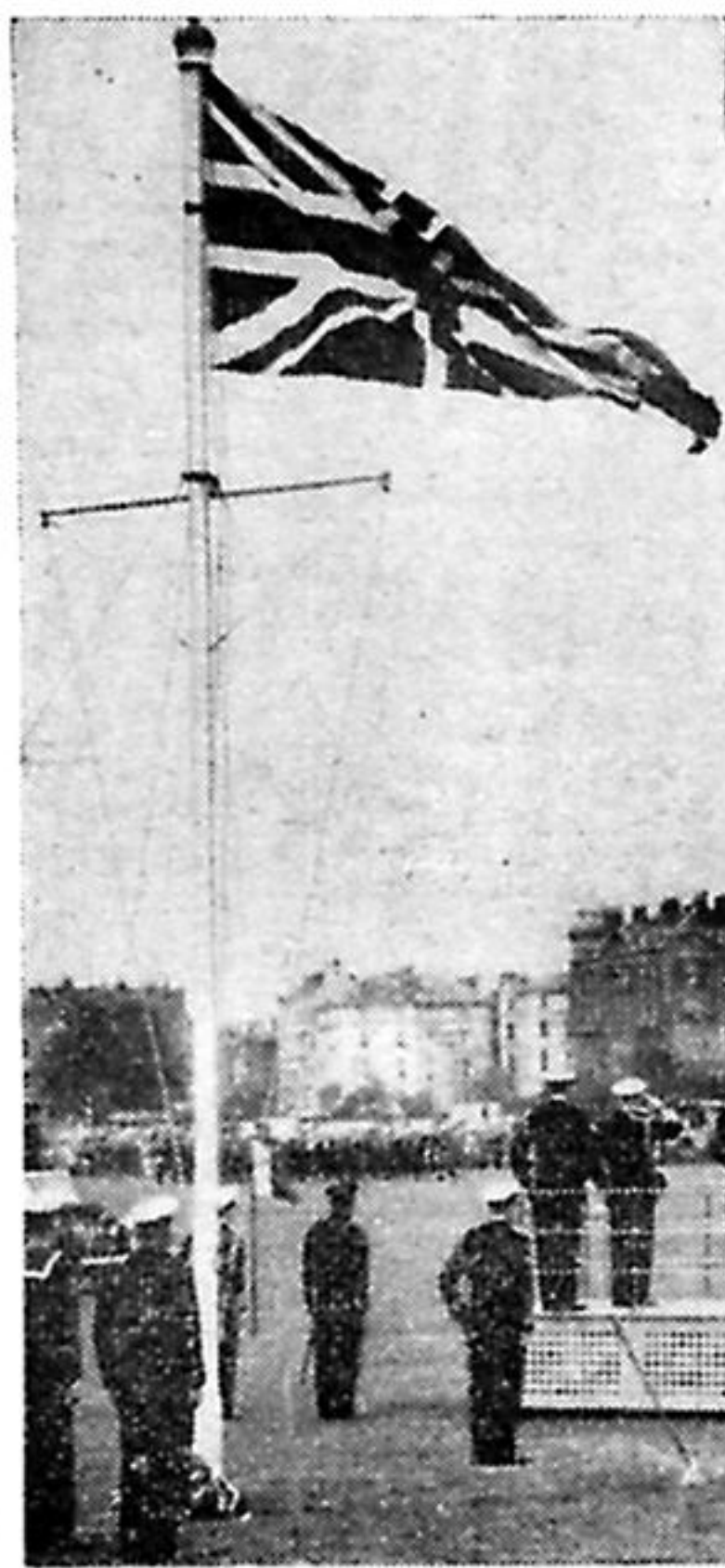
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QUEEN'S BIRTHDAY PARADE AT PORTSMOUTH

Rain stops just in time



AS RAIN stopped just after 11 a.m. on June 12, over 2,000 men and women from the three Armed Services, the Women's Royal Naval Service, Civil Defence and Royal Naval Mine-watching Service, took up their positions on Southsea Common for the Queen's Birthday Parade, a ceremony which has taken place on the Common for over a hundred years.

Have YOU a personal problem . . ?

ASK JOHN ENGLISH

John English will be pleased to answer your queries. A stamped addressed envelope will be appreciated.

ROYAL FLEET RESERVE

I AM a Sick Berth Attendant in the Royal Navy serving on a seven and five year engagement. I believe I read in your paper some time ago that it is possible to contract out of the five years reserve time. Could you please inform me of all relevant details?

Discharge from the Royal Fleet Reserve may be purchased for £40 after enrolment but all eligible ratings are required to enrol if their services

are needed, on expiration of their seven year engagement or discharge by purchase.

However, now that the total strength of the Royal Fleet Reserve is limited to 5,000, time spent in the R.F.R. is necessarily much shorter than formerly (except in some shortage categories) and a period of much over one year's service would be unlikely.

Men joining Police Forces, Fire Brigades, the Merchant Navy, civilian wireless services of the Armed Forces, the voluntary reserves of the Armed Forces, or who enlist as Regulars in one of the Armed Forces, or who emigrate, are granted free discharges from the Royal Fleet Reserve.

ROYAL CANADIAN NAVY

I joined the Royal Navy in November, 1947, and was discharged as a Petty Officer in March, 1957, and am at present serving in the Wiltshire Constabulary. My name is on the Special List of the R.N. Emergency Reserve. I would like to join the Royal Canadian Navy and would be obliged if you could furnish me with details which would help me to do this.

I regret I have not any detailed information on the current regulations with regard to entry into the Royal Canadian Navy.

If, however, you write to The Executive Officer, H.M.C.S. Niobe, 66 Ennismore Gardens, London, S.W.7, he will send you recruitment information.

You should also send him your Service Certificate and History Sheet so that he can work out any R.N. time that may count towards R.C.N. Service if you are accepted.

MEMORIAL TO OLD BOYS OF HOLBROOK SCHOOL

A MEMORIAL to Old Boys killed in action in two world wars was unveiled at the Royal Hospital School, Holbrook, Suffolk, on Sunday, June 15, by Admiral Sir Phillip K. Enright.

Bless Our Ship

From 1912 to 1948—from Cadet to Captain—from Osborne in the Isle of Wight to Ichang on the Yangtse—960 miles from the sea, and from patrolling the Broad Fourteens (about 50 miles off the coast of Holland) in 1914, whilst still under 15, to the command of the cruiser Euryalus on the Mediterranean during the last war. Here is a story of the Navy from an observant but modest man—one who has loved every moment and who finished his active service in command of the Seaman Boys' Training Establishment H.M.S. Ganges, where his enthusiasm for the Service could inspire the youngsters about to embark on a Naval career.

His modesty is obvious for although he was awarded the D.S.C. whilst a Midshipman at Anzac and winning three D.S.O.s in the Second World War, these facts are not mentioned by him.

"Bless our Ship"—(the title is taken from a very old Commissioning Service in which God's blessing is asked on the ship) is very readable and will appeal to all who have ever served under the White Ensign. Many of our readers will have served with Capt. Bush, and will, we know, delight in re-living with him some of the experiences so admirably described. To others who did not know him, this book will bring back half forgotten incidents and if they have left the Royal Navy will remind them of old friends and places and if still serving will fill them with pride of the Service to which they have the honour to belong.

Bless our Ship. Capt. Eric W. Bush, D.S.O., D.S.C., R.N. (George Unwin Ltd. 21s.).

AYCHARABEE

CURRENT FILM RELEASES TO THE FLEET

Davy (Colour). Comedy Drama. Harry Secombe, Ron Randall and Susan Shaw.
Pal Joey (Colour). Musical. Frank Sinatra, Rita Hayworth and Kim Novak.
Carve Her Name with Pride. War Melodrama. Virginia McKenna, Paul Scofield and Jack Warner.
Gideon's Day (Colour). Comedy Crime Melodrama. Jack Hawkins, Dianne Foster and Andrew Ray.
Cowboy (Colour). Western. Glenn Ford, Jack Lemmon and Anna Kashfi.
Seven Hills of Rome (Colour). Musical. Mario Lanza, Renato Rascel and Marisa Allasio.
The Naked Earth (CinemaScope). Romantic Melodrama. Juliette Greco, Richard Todd and John Kitzmiller.

K.B.E., C.B., who was himself a pupil from 1907 to 1910.

The memorial takes the form of a tablet (made by Craft Metals Ltd., Birmingham) and an illuminated book prepared by Miss Margery Raisbeck, of Harrogate, Yorkshire. The book will be kept in a cabinet made from teak originally used in the Research, a wooden ship built by the Admiralty to investigate magnetic problems.

A service of dedication was conducted by the Venerable Archdeacon, F. D. Bunt, O.B.E., R.N., Chaplain of the Fleet.

Royal Hospital School is maintained by Greenwich Hospital, founded by William and Mary in 1694, and has been in existence since 1712. It was transferred from Greenwich to its present site six miles from Ipswich in 1933.

Admiral Sir Phillip K. Enright is one of the many generations of sailors' sons who have passed from the school into the Royal Navy. Admiral Enright began his career on the lower deck straight from the school, and within seven years he was an Acting Mate. Sir Phillip was a Commander by 1931 and promoted Rear-Admiral in 1947.

In Memoriam

James Stewart, Yeoman of Signals, C/JX.661371, H.M.S. Pembroke. Died May 19, 1958.

Acting Sub-Lieut. David W. Hicks, R.N., R.N.A.S. Lossiemouth. Died June 4, 1958.

Lieut. Geoffrey E. Holland Martin, R.N., R.A.F. Linton-on-Ouse. Died June 7, 1958.

Paul Phillip Carmel Spagnol, Able Seaman, E/JX.283026, H.M.S. Falcon. Died June 8, 1958.

Roy Joseph John Warburton, Able Seaman, P/J.925605, H.M.S. Diamond. Died June 18, 1958.

Letter to the Editor

SIR,—I am hoping to form a reunion of all who served on board H.M.S. Warspite from 1938-1941. She was a grand ship with a wonderful ship's company. Most of us have now retired, for it's 20 years since we served in her, but such was the spirit of friendship and comradeship fostered in the ship by all our officers, that I am sure many of us now in civilian life would like to meet and talk over old times.

I should be most grateful if officers and men who served in her and would be interested in such a reunion would write direct to me.—Yours faithfully, L. G. Millard (Corporal R.M.), 3 Welbeck Road, Grimsby, Lincs.



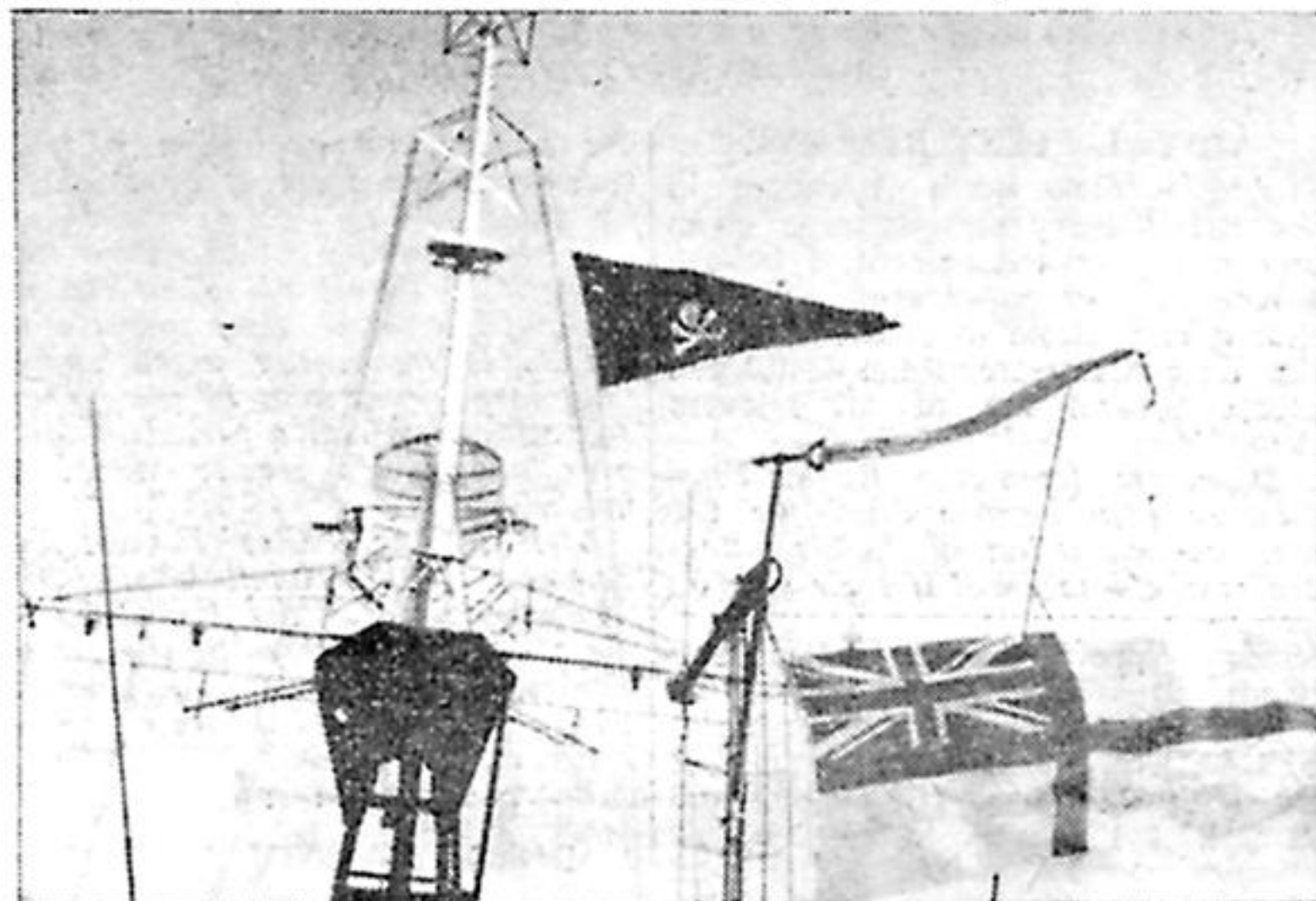
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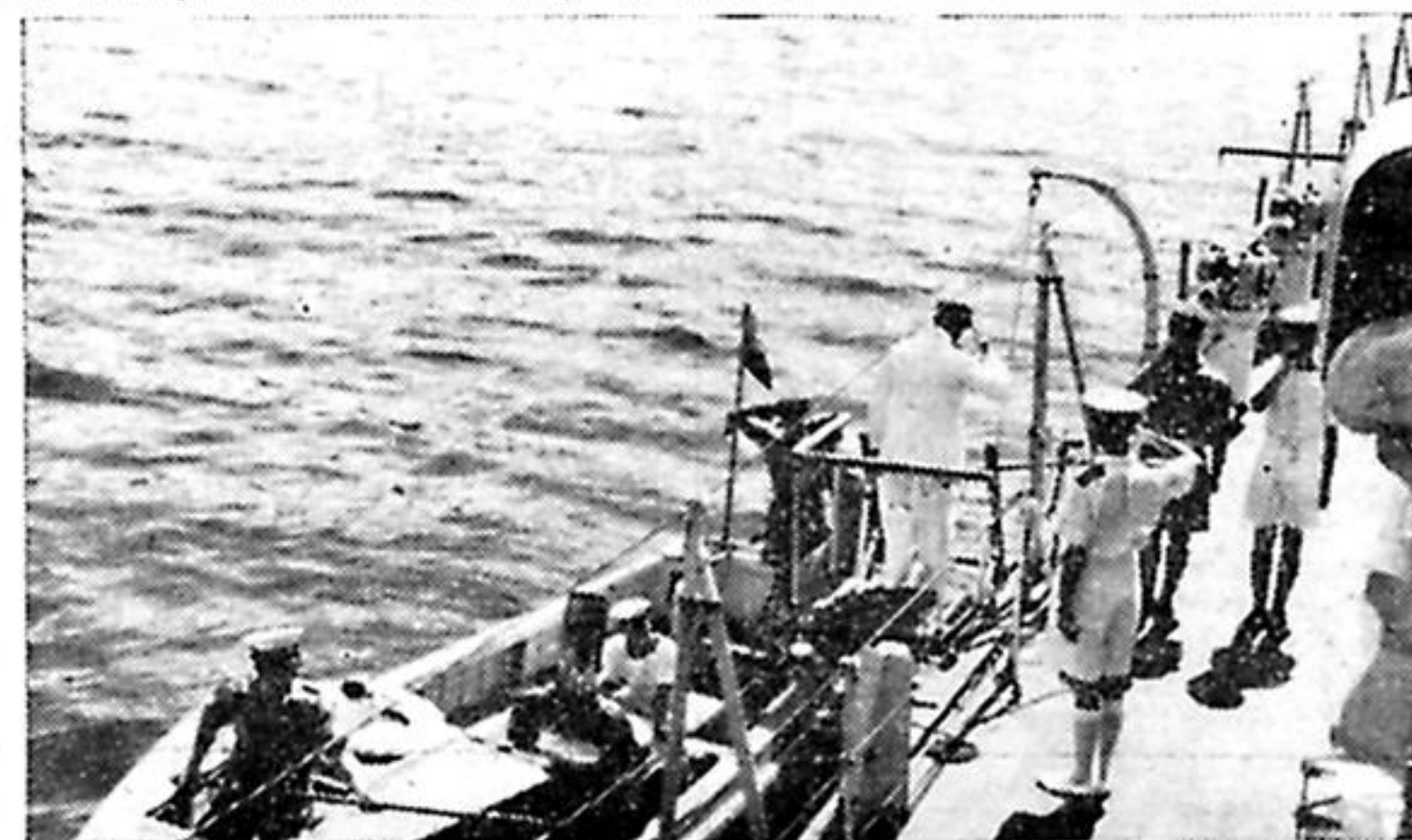
THE LOCH FADA STORY — A happy and efficient commission

THE LATEST commission of H.M.S. Loch Fada (Cdr. D. A. Loram, M.V.O., R.N.) commenced in the



Prince Michael's 'Pirate Flag'

middle of a refit at Portsmouth in December 1956. The ship did not sail for foreign waters until May 1957.



Royal Marine Boat's Crew and Quartermaster

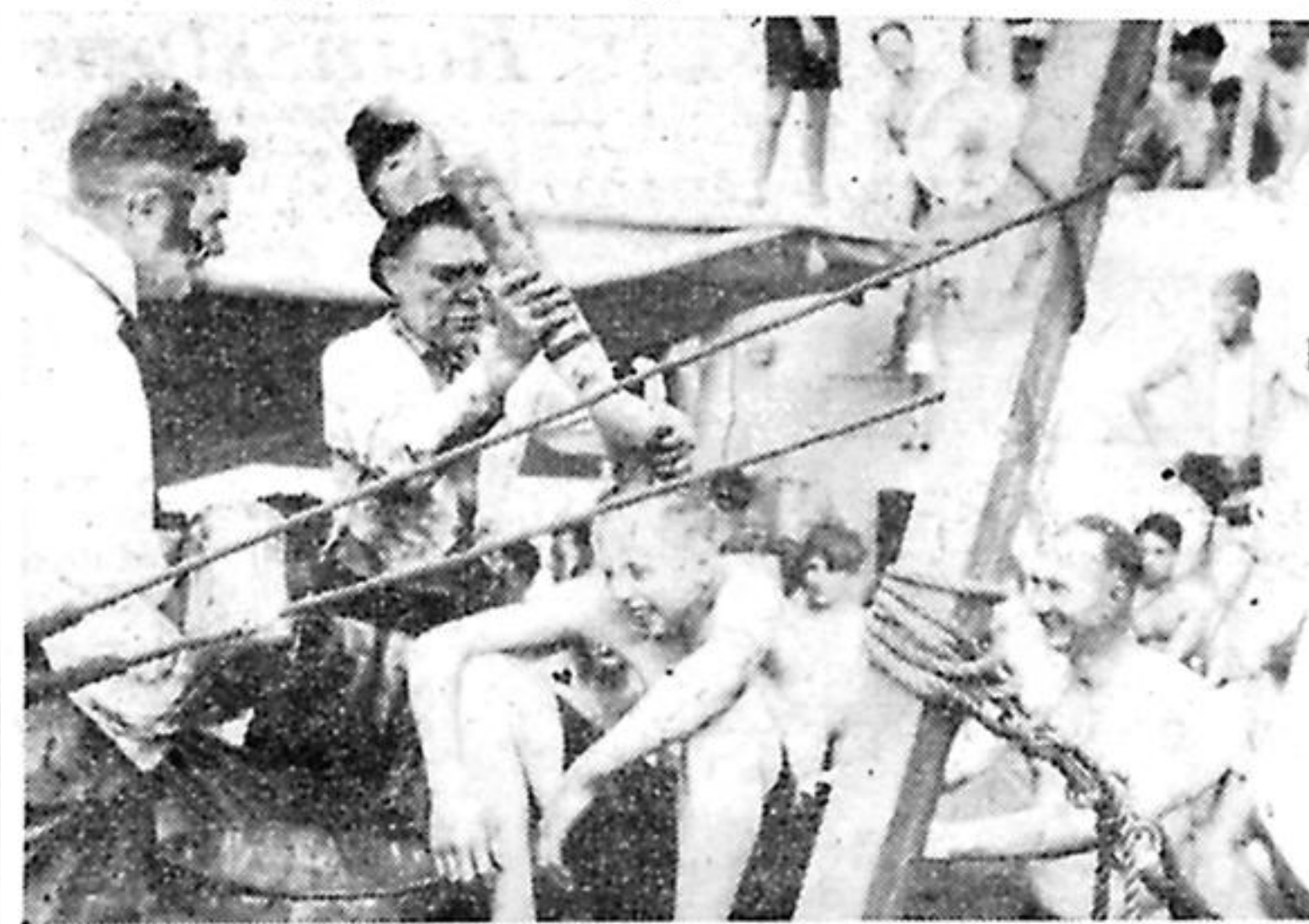
and the intervening period was spent superior to the White Ensign in the completing the refit, trials and in accompanying photograph. "working-up." During the "work-up" The ship sailed for Bahrain via the

Cape of Good Hope on May 19. May 29 saw the ship in Freetown, and the Army provided great hospitality.

Shortly after leaving Freetown, mysterious sounds were heard about the ship as signals were tapped on the outboard side of the hull. These happenings were explained when King Neptune's herald boarded the ship to announce the arrival of his King the following day.

Crossing the Line

Sure enough, the next day, King Neptune, accompanied by Queen Amphitrite, and his court, came aboard. After exchanging formal greetings with the captain and presenting him with a necklace of seven keys (a most propitious gift, being at once the crest of Loch Fada and a symbol of Freedom of the Seven Seas), the King and his court adjourned to the quarterdeck to meet loyal subjects who had already been initiated to his realm and the many more who were about to be initiated. Seated on his throne, with his Queen beside him (beautifully dressed in a shimmering gown reminiscent of mosquito netting and with an out-of-this-world hair style, creating an impression of teased-out spynaryn) he received his subjects. It is to be regretted that almost all those craving admission to his kingdom, ignorant as they were of maritime court etiquette appeared unshaven and with over-long hair. These deficiencies were immediately rectified by the barbers in attendance to the King. It was then discovered that many of them were in poor health and needed medical treatment from the "Court



The "barbers" hard at work

Fishishian." The kindly King however treated us all lightly and decreed that we should be initiated to his realm by a brisk dip in salt water—an order which his "Bears" obeyed with alacrity and exuberance.

Simonstown was reached on June 11, Dar-es-Salaam on June 21, and then, accompanied by the monsoon, on to the Gulf and Khor Kuwait. Bahrain was reached on July 4.

Trouble then started in Muscat and Loch Fada sailed from Bahrain with a large quantity of arms and ammunition for the Trucial Oman Scouts. Having disembarked these arms at Dubai, the ship sailed for the British coast, between Muscat and the Musandam Peninsula and started the patrol which, off and on, continued for the commission. At first the job was to search dhows for arms which it was said were being smuggled to the rebels and then, the rebel forces being broken up, the search was for the ringleaders of the rebels, but despite rumours the search was fruitless.

The patrols were tedious, relieved only by visits to Khor Kuwait, Bahrain, the oil town of Umm Said in the Qatar Peninsula, and Fao in the Shatt el Arab.

In November the ship sailed for Karachi to take part in a large Naval exercise with ships of the Navies of Pakistan, Iran, Turkey, the United States and Great Britain. After a hectic 10 days of exercises the ship had expected to go to Trincomalee for Christmas, but it was decided that the ship should not be too far from the Arabian Peninsula should trouble again flare up in Muscat.

Christmas in Aden

Christmas was spent in Aden and the three weeks break, during which it has been estimated that about £3,300 was spent, was very welcome. Loch Fada then sailed to Djibouti in French Somaliland, and then to Berbera in British Somaliland.

Then came the story (reported in April's NAVY NEWS) of how the ship took two heifers from Socotra to Bahrain.

On to Karachi again where, according to reports, all enjoyed themselves. The sailors were in their element in Karachi Yacht Club, particularly after winning the Mauritius Cup.

The Burning tow

The ship's commission was coming to its end and a few more patrols were as nothing and even the senior Naval officer, Persian Gulf's inspection could not dim the horizon. The inspection took place from Muscat from which place we sailed, at top speed, to assist S.S. Skaubryn which was on fire in the Indian Ocean. The burning vessel was found, deserted, but Loch Fada took her in tow. She was towed for 48 hours and then handed over to the tug Cycloop, but unfortunately, Skaubryn sank before reaching Aden.

After a short visit to Mombasa the ship returned to Aden and then sailed, through the Suez Canal (thus circumnavigating the African Continent) to Malta and Portsmouth.

Commander Loram says that the commission has been a happy and an efficient one. The ship was on operational duty throughout, has steamed over 50,000 miles and spent almost 70 per cent of her time at sea.

FLEET AIR ARM REUNION

On Monday, 1st December, 1958
in the Royal Albert Hall

Chairman of Committee—Admiral Sir Denis Boyd, K.C.B., C.B.E., D.L.C.

All service and ex-service personnel (including Army and R.A.F. who have served with the Fleet Air Arm or the Royal Naval Air Service in ships operating aircraft or on Naval Air Stations are entitled to attend.

Price of Tickets (inclusive of Souvenir Programme but not refreshments) 10/- and 6/- (Balcony).

Plain Clothes will be worn.

The organising Committee will aim to allocate blocks of seats to Squadrons, Aircraft Carriers and Air Stations, so that old shipmates may be together. The bars and buffet will be open from 6 p.m. to 6.30 p.m. and from 9 p.m. to 11 p.m.

Applications for tickets should be forwarded to the following address not later than 15th September, 1958.

"Fleet Air Arm Reunion", Office of Flag Officer Air (Home), Wykeham Hall, Lee-on-Solent.

APPLICATION FORM

(Please delete words not applicable)

I wish to attend the Fleet Air Arm Reunion and enclose cheque/postal order for:

10/-

6/-

I am unable to attend the reunion, but would like a Souvenir Programme for which I enclose a remittance for 2/6.

(Cheques to be crossed and made payable to the Fleet Air Arm Fund.)

Details of service with the Fleet Air Arm for purpose of seat allocation.

- (i) Service from..... to
- (ii) Category (Aircrew/Maintenance/Ship's Coy./W.R.N.S.).
- (iii) Seating Preference (Squadron, Ship or Air Station).

- (iv) Name and rank or rating (please use block capitals).

- (v) Address to which ticket (or Souvenir Programme) should be sent.....

Please note: Applicants are asked to accept some delay before the receipt of their tickets. This is to allow time for the Organising Committee to arrange the seating to the best advantage.

H.M.S. SPRAT

THE MIDGET submarine Sprat has been lent by the Royal Navy to the United States Navy. The midget submarine was loaded onboard the U.S.S. Alcor at Portsmouth on Friday, June 20 for shipment to the United States.

H.M.S. Sprat is the most up-to-date class of midget submarine in service with the Royal Navy, having been built by Messrs. Vickers Armstrongs and launched in March, 1955. She carries a total crew of five officers and men, displaces 35 tons, and has an overall length of 53 feet.

Sailing with her in U.S.S. Alcor is her operational and passage crew consisting of her Commanding Officer, Lieutenant T. J. Anderson, R.N., two other officers and six ratings.

They are expected to arrive at Norfolk, Virginia, on July 2 where Sprat will be unloaded and prepared for operations. These will chiefly consist of trials in testing harbour defences. The effectiveness of this type of craft will be remembered from the last war, when they were most successful in penetrating harbour defences and inflicting great damage to enemy shipping for which a number of decorations were awarded including four Victoria Crosses. One of these is held by Commander D. Cameron R.N. at present serving on the staff of the Supreme Allied Commander Atlantic in the United States of America.

On completion of these trials, at the end of August, Sprat will complete her period of loan and will be returned to the Royal Navy arriving home about September 15. During time in the United States she will be entirely manned by Royal Navy personnel.

H.M.S. X.E.9 was loaned under a similar arrangement in October, 1952.

WHAT MAKES A SUBMARINER?

DAVID WOODWARD, who at this moment is probably submerged at quite a considerable depth in Scandinavian waters, in the submarine H.M.S. Springer, will produce a feature entitled "The Submariners" in the Home Service on Tuesday, July 8, at 8.15 p.m.

Narrated by Robert Sansom, it will comprise submariners' own accounts—many of them recorded while submerged—of the life they lead and the compulsions which make their branch of the Royal Navy so fascinating to them that few ever voluntarily leave it to serve in other kinds of vessel.

Woodward is accompanying H.M.S. Springer and the submarine depot ship H.M.S. Tyne on part of a NATO exercise. This will also take him to Oslo and Copenhagen, where he will interview submariners ashore.

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NEPTUNE'S SCRAPBOOK



Capt. K. R. Buckley, A.D.C., is to be promoted to Rear-Admiral to date July 7 and to be Director of the Naval Electrical Department in succession to Rear-Admiral K. H. T. Peard, C.B.E., to take effect in August.

Rear-Admiral K. H. T. Peard will be placed on the Retired List to date August 22, 1958.

Capt. W. D. Thorburn, V.R.D., R.N.V.R., has been appointed a Royal Naval Volunteer Reserve Aide-de-Camp to the Queen from June 1, 1958, in succession to Capt. H. Homan, D.S.C., V.R.D., R.N.V.R.

"Ernie," the "electronic brain" which selects winners of the monthly Premium Savings Bond draw in Lytham St. Annes, was started by the pressing of a button in H.M.S. Vanguard at Portsmouth on July 1 by Admiral Sir Guy Grantham, the Commander-in-Chief, Portsmouth.

The aircraft carrier H.M.S. Ark Royal (Capt. F. H. E. Hopkins, D.S.O., D.S.C., R.N.), which sailed from Plymouth at the end of January this year for the Mediterranean, returned to the United Kingdom on June 26. The ship is now at Portsmouth and will sail for Plymouth on July 5.

H.M.S. Montrose (Lieut.-Comdr. W. R. Stewart, R.N.V.R.), the coastal minesweeper attached to the Tay Division of the Royal Naval Volunteer Reserve at Dundee, will be manned by 40 officers and ratings of the Division when the ship forms part of the escort for the Queen and H.R.H. The Duke of Edinburgh, who will embark in the Royal Yacht Britannia, following their visit to Fife.

H.M.S. Barham survivors. A reunion dinner will be held on board H.M.S. President on Saturday, September 20. All survivors who have not already made contact with the committee and

who wish to attend should write to the Secretary, J. P. King, 2 King's Avenue, Bromley, Kent.

An anti-submarine frigate for the Indian Navy, I.N.S. Trishul, was launched on June 18 at the shipyard of Messrs. Harland & Wolff Ltd., Belfast. The ship is the first frigate of her type to be acquired by the Indian Navy and is 370 ft. in length and has a beam of 41 ft.

Vickers Ltd. are to build a new large dry dock capable of accommodating oil tankers of up to 80,000 deadweight tons near their existing dry dock at the Palmers Hebburn ship repairing works on the Tyne. Extensions can be made later which will enable the projected still larger tankers up to 120,000 deadweight tons to be accommodated.

803 Naval Air Squadron commissioned again on June 3—this time with eight Scimitars, thus becoming the first naval front-line squadron to use swept-wing aircraft. The squadron is scheduled to embark in H.M.S. Victorious in September. The commissioning ceremony took place at R.N. Air Station, Lossiemouth. The Flag Officer Flying Training, Vice-Admiral D. R. F. Campbell, D.S.C., who commanded 803 Squadron in 1938, addressed the Squadron during the ceremony.

An American Service man, watching village green cricket for the first time, inquired what the game was all about. The reply was: "You have two sides, one out in the field, and the other in. Each man in the side that's in goes out, and when he's out he comes in, and the next man goes out till he's out. When they're all out the side that's been in the field comes in, and the side that's been in goes out, and tries to get out those coming in. Sometimes you get men still in and not out. Then when both sides have been in and out, including not outs, that's the end of the game."

H.M.S. BIRMINGHAM TO RECOMMISSION



Too Far, Too Quickly?

THE FOURTH Sea Lord (Vice-Admiral Sir Gordon V. Hubback), Vice-Admiral W. T. Couchman, Rear-Admiral C. L. G. Evans, and Brigadier T. H. Clarke, Member of Parliament for Portsmouth West, were among the guests at the annual luncheon of the Interport Naval Traders' Association at the Dorchester Hotel, London, on June 25.

In the absence through indisposition of the Chairman (Mr. Montague Baun), the toast of the Royal Navy was proposed by Mr. H. Goldberg. The theme of Mr. Goldberg's toast was one of reflections. He recalled that some 280 years ago, Samuel Pepys found it necessary to badger the King and Parliament for £1,300,000 to run the Navy, and to pay the 23,000 personnel involved. Pepys, in his diary at this time, referred to the cheerfulness of the Seamen, despite their hardships, and in Mr. Goldberg's opinion, shared by those present, the cheerfulness of the sailor of today stemmed from the cheerfulness of those of the past, and was instrumental, in part, in the overthrow of the nations' enemies in the last two world wars.

Responding to the toast of the Royal Navy, Vice-Admiral Hubback referred to the friendly gathering, saying how pleased he was to be able to be present. The Fourth Sea Lord said he was convinced that the public realised the importance of the Royal Navy and continued to believe in it. His job, in conjunction with other Admiralty officers, was to make the best possible use of the money allocated by Parliament to the Navy. There had been reductions in the Forces which were not liked, and which unquestionably would hit some of the members of the Association, but it must be realised that the money for which the Admiralty were responsible must be put to the best possible use for the Navy and to promote its fighting efficiency.

Vice-Admiral Couchman, in proposing the toast of the Association, referred to the fact that the Association began its work in 1934. The Association was of considerable value to the Royal Navy, and the Admiralty was mindful of this fact, and he expressed his wish for the continued success of the Interport Naval Traders' Association.

In the absence of Mr. Baun, the Secretary of the Association, Mr. J. A. Bryon, A.C.I.S., read a message from the Chairman, in which he referred to the several responsibilities of the visitors. His personal hope was that the Navy was not going too far too quickly. Mr. Baun's letter mentioned the reductions in purchase tax, which has been a concern of the Association for so long.

The Hon. Treasurer of the Association, Mr. E. B. Whittaker—proposed the toast of the guests and thanked them for coming along and showing such continued interest in the Association.

Replying for the guests, Brigadier Clarke, in a most amusing manner, warmly thanked the members of the Association for asking him and the other guests along to the luncheon, and wished the Association a very prosperous future.

As mentioned by Admiral Couchman, the Association was formed in January, 1934, on the suggestion of the late Admiral of the Fleet Sir James F. Somerville. The member firms are pledged to provide a scrupulously fair service to Service personnel. Guarantees have been given to the Admiralty in regard to quality, cut and the various uniform regulations.

THE HOME Fleet cruiser H.M.S. Birmingham (Capt. T. D. Ross, R.N.), visited Quebec from June 26 to July 4 for the city's 350th anniversary celebrations. Highlight of the festivities was on July 3, the date in 1608 when Le Don de Dieux, the small ship of Samuel de Champlain, the French

explorer, dropped anchor in the St. Lawrence to build the first settlement there. Recently, the Birmingham took the Commander-in-Chief, Home Fleet (Admiral Sir William Davis, K.C.B., D.S.O.*) on a visit to Lisbon. The ship recommissions on July 8 at Chatham.

Minesweeper Transferred to R.E.A.N.

H.M. COMMISSIONER for East Africa in London, Sir Arthur Kirby, K.B.E., C.M.G., accepted H.M.S. Bassingham when she was transferred to the Royal East African Navy at a ceremony at Chatham Dockyard on Wednesday, June 25. The Bassingham, an inshore minesweeper, was handed over by the Commander-in-Chief, The Nore (Admiral Sir Frederick Parham, K.C.B., C.B., D.S.O.).

H.M.S. Bassingham, which has been refitted at Chatham, is the gift of the Board of Admiralty to the Royal East African Navy and will replace the

Isles class trawler Rosalind, which has been on loan from the Royal Navy. The Rosalind, now nearing the end of her useful life, has been used for sea training purposes by the Royal East African Navy.

At the ceremony at Chatham, a guard was mounted by the Royal Navy for Sir Arthur Kirby, while a similar guard of ratings of the Royal East African Navy was inspected by the C-in-C, The Nore.

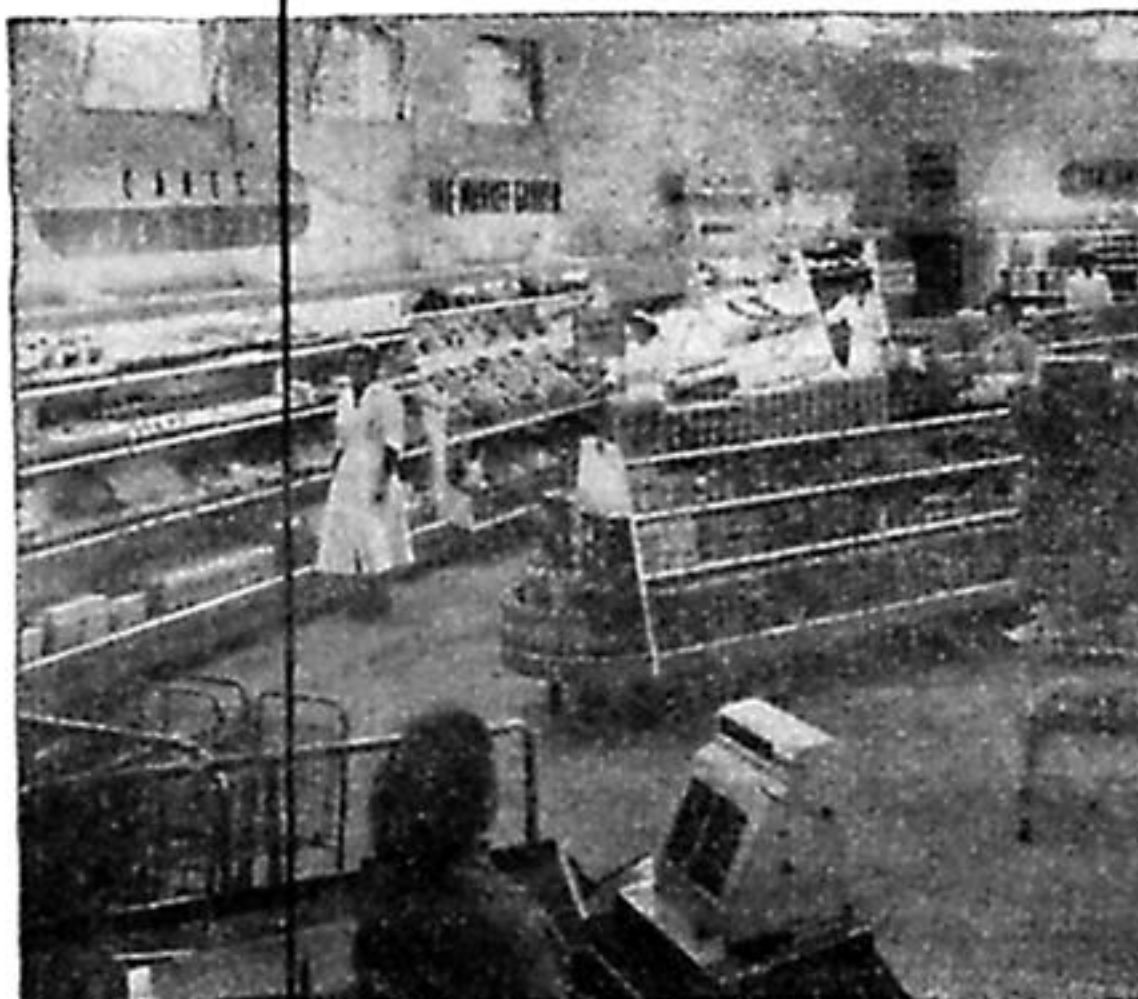
The Bassingham is commanded by Lieut. P. J. Clarke, R.E.A.N.

Self Service

Every housewife likes to shop in comfort and that is why NAAFI is in the process of converting its grocery shops throughout the country to the Self Service system.

In these well arranged stores shopping is made easy. The layout is planned to allow speed of selection and freedom of movement. A wide choice of goods is on display and the Manager and his staff are always ready to answer any queries. Where space permits, pram bays are provided where children can be left without worry.

Take advantage of this excellent service by shopping at your nearest NAAFI Self Service Store and remember that you also get the generous discount.

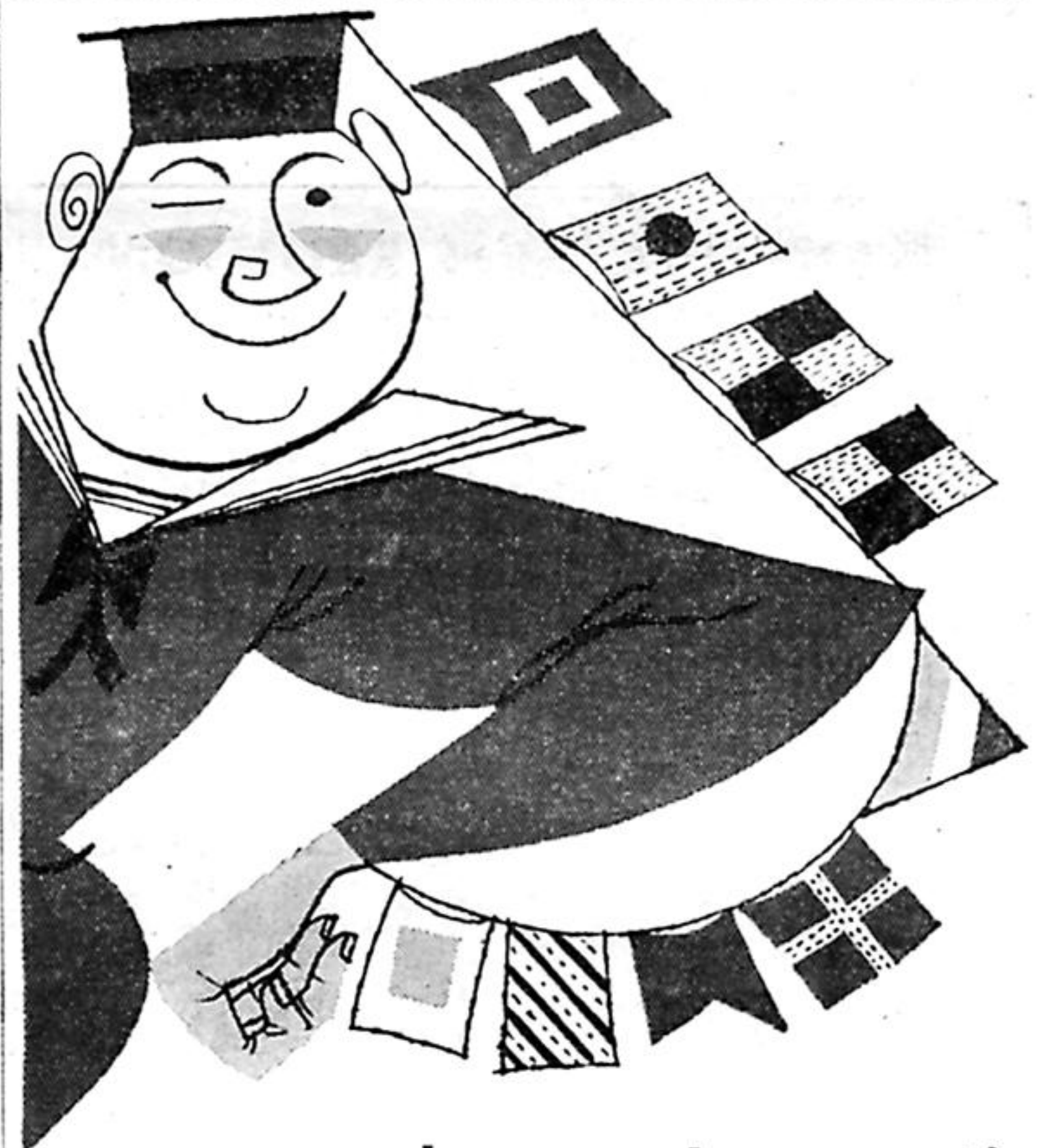


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FIRST SEA LORD OPENS £250,000 BLOCK AT H.M.S. MERCURY

Spacious New Block in wonderful setting



The modern Mountbatten Block

THE £250,000 Mountbatten Block in H.M.S. Mercury was opened by the First Sea Lord, Admiral of the Fleet, Earl Mountbatten, on Friday, June 20, in the presence of a large number of the ship's company and their relatives and friends.

H.M.S. Mercury is situated in what surely is the loveliest spot—for

heart of hearts agree as to its wonderful setting.

Earl Mountbatten was introduced—if any introduction was really necessary—and welcomed, together with Countess Mountbatten and Admiral Sir Guy Grantham (Commander-in-Chief, Portsmouth) and Lady Grantham by Capt. C. B.

Chaplain, then called for God's blessing on the new building.

Informal Speech

The First Sea Lord in a friendly informal talk (it would be inappropriate to refer to such a natural, unscripted chat, given in Admiral Mountbatten's inimitable style, as a speech) mentioned the pride he had in the Service and in the Communication Branch. "The only thing I have against Sir Winston Churchill is that he altered the course of my career and prevented me from becoming Captain of the Signal School." He went on to say that he felt honoured to have been asked to lay the foundation stone, even more honoured when the block was named after him, and now honoured again in being privileged to open it on its completion. He considered that the nadir of the Navy had been reached and that despite the curtailment of shore facilities, the future of the Navy was growth. In this connection the Signal Schools of Chatham and Devonport might have disappeared, yet Mercury—the Signal School of the Navy—would be supreme.

Before declaring the building duly opened, Earl Mountbatten informed his audience that if he had the chance to start his life anew, he would pick the Service for his career and when it came to specialisation, he would once again select communications.

Countess Mountbatten then cut a



The bar in the Chief Petty Officers' Lounge

cake designed as the Mountbatten Block. The cake had been prepared by Cook (O) B. Tuckerman. There was an unrehearsed episode when the knife which Countess Mountbatten used, broke. Countess Mountbatten with considerable aplomb, completed the little ceremony with another knife, and she and Lady Grantham were presented with bouquets by Wrens. W.R.N.S. Tel. Hilary B. Clarke and W.R.N.S. Sig. Isabel M. Shaw.

At Countess Mountbatten's request the cake was presented to the New Entries for their effort in winning the

Annual Sports Day Meeting.

Lord Mountbatten and the guests then toured the new block and even as H.M.S. Mercury's setting is second none, this new building is well worthy of the setting. From the spacious immaculate galley to the splendour of the lounges, bars and dining rooms, the whole building has an air of roomy comfort. The views from the windows are just glorious.

In a nutshell, it must be said that Mountbatten Block is worthy of the Service and of the Communications Branch whose home it is.



A corner of the Petty Officers' Lounge

a service establishment—in England if not in the world. Splendidly set amid rolling wooded countryside, the Mercurians lack just one thing—a sight of the sea. Undoubtedly some would say, it is set in "splendid isolation," but even they in their

Brooke the Captain of the Signal School.

In his remarks, Capt. Brooke referred to the First Sea Lord as a Communicator and mentioned his aptitude and knowledge of signalling and procedure. The Rev. J. Fulton,

H.M.S. SEA SCOUT AT TORQUAY

A sailor discovers the delights of an English seaside resort

H.M. SUBMARINE Sea Scout has just returned from spending Whit week-end at Torquay, Torbay, surely the loveliest bay on the South Coast, has long been the haunt of visiting Naval ships; and since of its three coastal towns Brixham has few facilities for entertainment, and Paignton no harbour, it is to Torquay that we have always come.

The older inhabitants will talk of whole squadrons, flotillas and fleets anchored off in those distant days between the wars when a line of battleships was more common than a line of cruisers today. Indeed, the very smallness of our submarine numbers presents such a town with a certain problem; for you can arrange dances and trips, receptions and sport for larger ships' companies in the knowledge that such entertainments will be gratefully accepted; but it is not to be expected that our mere 50 ratings and six officers would wish to be tied down to a formal programme of that sort. Yet if nothing is arranged the visitors may feel neglected and unwelcome.

In the event, a nice balance was struck. The Mayor, returning our captain's official visit on the first day after our arrival, kindly arranged for the great public baths and dance hall of the Spa, just by our berth, to be available to us free of charge. We in turn were open to visitors on Sunday and Monday afternoons.

Impressions

I think it is of interest to try and decide what, if any, are the impressions made by such a visit both on the town and on the ship. It would be natural to conclude that the visit of so small a unit to a town of Torquay's size would be completely without significance but this is not so. Both the town and the ship have lots to gain by such a visit and undoubtedly the enjoyment is mutual. You have only to stand in the Control Room as an endless stream of curious exclaiming holiday makers walks slowly by, and listen to their catechism of uncomprehending, wondering questions, to know that this is a day and an event they will remember. No matter if the miner from Wales feels suddenly that his job is not after all the worst in the world, or if a stout North-country mother vows never to let her sons within a mile of a submarine; some few children may be fired with a burning ambition to serve in one of these fascinating grown-up toys, while the rest carry away with them a feeling of sympathy and perhaps admiration for us which, however lightly earned or little deserved, all contributes to the great collective esteem in which the Navy is held by the British public. Torquay is of course peculiarly well

suited to spreading such a gospel, for it is *par excellence* the summer stamping ground of thousands upon thousands of people every year from those northern and midland parts of the country upon which the Navy has normally no impact at all.

Mayor Goes to Sea

But we had the good fortune to make friends on this occasion with a person whose influence is beyond dispute—Alderman Milford, Mayor of Torquay. He happened to be particularly hospitable and easy to get to know, and after we had met either on board or at his house on each day of the visit, he very sportingly accepted an invitation to come to sea with us, see our day's exercises and motor home from Portland, the base to which we were returning. Since he had already dived in an X-Craft at Torquay some months earlier, he was a rather more accomplished submariner than most, but even so his unconcerned and equable behaviour throughout the day aroused our admiration. Perhaps his affinity for Naval adventuring is not unconnected with the personality of the Mayor's Officer, a tremendous purple-visaged martinet who rules the Mayoral household with benevolent and superbly efficient despotism, and who also has some 20 years' former Naval service to his credit, four years of which was spent in submarines.

Typical English Landscape

Our impressions of Torquay are easy to describe—emphatic and unequivocal approval. I, like most of us, had not seen it before, and was struck immediately by the unique flavour of the place, so Mediterranean with its brightly coloured houses set among the steep rocky sides of the bay, yet placed among the fields and woods of a typical English landscape. Scenically it is superb, and as different as can be imagined from the classical English watering place, beach, esplanade, sea-front of hotels and boarding houses, piers, all laid out in a straight, largely man-made ribbon of formal magnificence. Torquay has none of these things; her houses cluster round a small, delightful natural harbour, innocent of beach; there is no front, and only one hotel stands on the edge of the harbour; the pier is no gaudy iron framework crowned with pavilions, but a sober stone jetty forming part of the harbour; yet Torquay has been so richly endowed with natural beauty, and so skilfully and carefully developed to enhance her beauty that she need fear comparison with no rival in the country, from Blackpool to neighbouring Weymouth.

I doubt if it will be long before most of us go back there for a more leisurely inspection.

Man! You've really got it smooth



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Lazy shave

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DIRECTOR-GENERAL SUPPLY AND SECRETARIAT VISITS ROYAL NAVAL SUPPLY SCHOOL, CHATHAM

VICE-ADMIRAL H. P. Koelle, C.B., the Director-General Supply and Secretariat Branch, visited the Royal Naval Supply School at Chatham on Wednesday, June 11, 1958. The school, which transferred from H.M.S. Ceres to the Royal Naval Barracks, Chatham, in April, 1958, is now well settled in its new surroundings and Admiral Koelle saw training in full swing.

The visit fell on the same day as

the Royal Naval Barracks rehearsal for the Queen's Birthday Parade and the D.G.S.S. therefore took the salute at this parade before making his tour of the Supply School. This was a most happy coincidence as the main parade on June 12, when the salute was to have been taken by Admiral Sir Frederick Parham, K.C.B., C.B.E., D.S.O., the Commander-in-Chief, The Nore, had to be cancelled because of heavy rain.



The picture shows Admiral Koelle when he visited Portsmouth last month

SEA CADET CORPS NEWS

GALLANT RESCUES BY SEA CADETS

THE CROMPTON (Lanes.) Council's General Purposes Committee has sent a letter of congratulation and thanks to the Chadderton unit for the brave action of six of its members in saving the lives of four small children who were in danger of drowning in a local disused mill reservoir.

The four children, all non-swimmers, were thrown into 8 ft. of water when their home-made raft capsized.

The six Sea Cadets—the eldest aged 14—were out for an afternoon stroll when they heard the children's screams. They raced to the reservoir, threw off their clothes, and within five minutes had the children safely ashore.

Navy League Gallantry Cross

The highest award for an act of bravery open to a Sea Cadet is the Navy League Gallantry Cross for life-saving, a decoration given only to a person who actually risks his life in a rescue bid.

The Margate unit claimed this great honour at its annual Admiralty inspection when Alderman W. J. Perkins, on behalf of the local authority, pinned the medal on 14-year-old Cadet Andrew Grantham.

Andrew, who attended the ceremony on crutches following an operation on a foot muscle paralysed since he contracted poliomyelitis seven years ago, dived fully-clothed into the sea at one of the most dangerous parts of the Margate coast to rescue a schoolboy friend.

The Canada Trophy

The recent presentation of the Canada Trophy to the Guildford (Surrey) unit by Vice-Admiral Sir Gilbert Stephenson, K.B.E., C.B., C.M.G., D.L., J.P., Hon. Commodore of the Sea Cadet Corps, has added fresh impetus to Corps activities throughout the country.

This is the Corps's most coveted award and is granted annually to the unit which in the opinion of the Sea Cadet Council is considered to have attained the highest standard of all-round proficiency throughout the year.

SOUTH SHIELDS UNIT

ON JUNE 7 the South Shields Sea Cadets (Collingwood Unit) spent a very interesting forenoon on board the whale factory ship Southern Harvester, which is now undergoing her annual refit at South Shields after a very successful season in the southern seas. On leaving the ship, the boys were duly presented with the tooth of a sperm whale by one of the ship's crew. The visit was by permission of Chris Salvason & Co., Leith.

WEMBLEY UNIT

THE ABOVE unit has never been a very rich unit, but, adopting the old Naval adage of do the job first and moan about it after, this has been very true in our case.

Two years ago a Parents and Friends Association was formed under the guidance of Lieut.-Colonel A. E. Walford, who, together with his secretary (one of the Cadets parents), Mr. Collins, arranged a Grand Fete. This was held on June 1 last year and that this was a success as shown by the fact that over £200 was raised tempted them to run one again this year, and endeavour to make this an annual affair.

Accordingly this year, it was arranged for May 31; this being the date nearest to June 1; the reason for getting as near to this date as possible is, because in the possession of the unit is a medallion struck to commemorate the Glorious June 1, 1794.

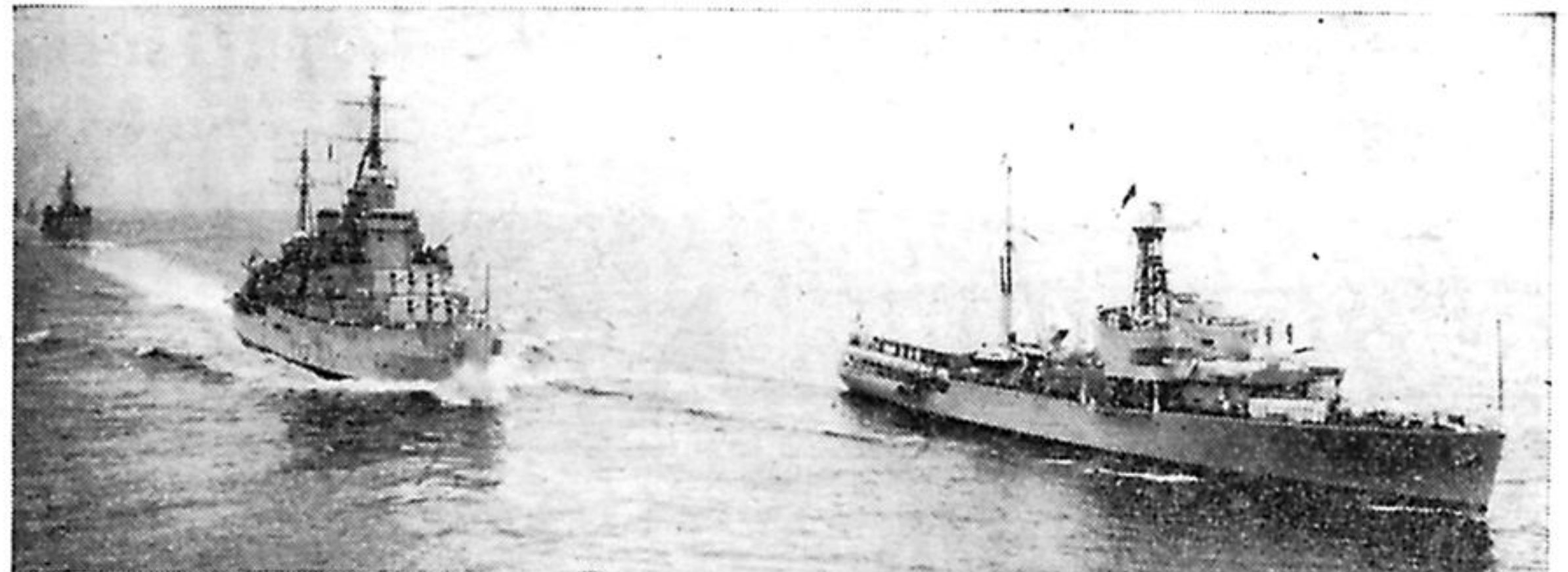
Outstanding Cadet

This medallion has been suitably mounted and is presented each year to the unit's most outstanding Cadet. The recipient this year was O/S Cadet G. Reed. This had entered the unit two years ago, and after the usual probationary period was placed on unit strength. On being kitted up he volunteered for the unit's band and in the course of 18 months has risen to the position of first solo drummer. This year's Fete was well attended inasmuch as 3,000 programmes were sold before the day and another 1,000 were sold at the gates. The opening was preceded by a street parade headed by the unit band. The marching contingents that followed came from adjoining units of Harrow and Ealing. The Harrow unit supplied the guard of honour for Vice-Admiral Sir Gilbert Stephenson, K.B.E., C.B., C.M.G., D.L., J.P., Hon. Commodore of the Sea Cadet Corps; who performed the opening ceremony. We also had the famous TV and recording artist, Johnny Duncan, present who signed autographs.

Also on view were pictures and exhibits showing the unit's activities. Among the exhibits we had a piece of a German shell that penetrated the after gun turret of H.M.S. Warspite, also the cap tally of this ship worn by one of our civilian instructors at the time of the incident, this was in the Battle of Jutland. The association of Warspite may puzzle some at first, but when we tell you the name of our unit is T.S. Barham, I know this will answer any questions that may have arisen regarding this exhibit.

Despite the bus strike we still took over £340 this year, not all profit it is true, but we are more than satisfied.

General Norstad Reviews Allied Fleet



On May 27, at the end of Exercise "Medflex Fort," the Commander-in-Chief Allied Forces Mediterranean, Admiral Sir Charles E. Lambe, G.C.B., C.V.O., accompanied by the Supreme Allied Commander Europe, General Lauris Norstad, reviewed the Allied Fleet from H.M.S. Surprise. This picture shows H.M.S. Sheffield, followed by H.M.S. Bermuda, about to steam past H.M.S. Surprise

Half-Yearly Promotions

The following officers have been promoted to the ranks stated, to date June 30:

GENERAL LIST

Seaman Specialists.—Cdr. to Capt.: H. A. Corbett, M. D. Kyrle-Pope, D. A. Dunbar-Nasmith, A. G. McCrum, D. B. N. Mellis, F. D. C. Challis, W. D. S. White, G. C. Leslie, M. F. Fell, R. E. Lloyd, T. T. Lewin, C. K. Roberts.

Lt.-Cdr. to Cdr.: C. Kavanagh, R. D. Cairns, R. W. Kearsley, C. B. Mills, D. C. R. Walters, G. H. Greenish, P. H. T. Rees, D. E. P. George, V. C. Merry, C. E. Price, D. N. A. Cox, A. A. Pearce, M. D. Jackman, J. P. David, R. L. Eveleigh, D. W. Bazalgette, J. B. D. Miller, M. L. Stacey, D. MacK, Steer, M. J. Porter, R. P. Clayton, W. H. Hoyle, J. K. Lessey, L. R. Davies, J. D. Russell.

Engineer Specialists.—Cdr. to Capt.: W. A. Haynes, H. J. S. Banks, R. R. H. Boddy, L. E. S. H. Le Bailly.

Lt.-Cdr. to Cdr.: M. McL. Gibson, E. J. B. Jones, R. C. Selman, J. H. Allen, J. S. W. Bath, D. G. Greaves, J. R. N. Platt, M. S. Drewett, A. George, B. Li. T. Boyd, C. L. Jordan, D. J. N. Porter, D. N. Long.

Supply and Secretariat Specialists.—Cdr. to Capt.: N. S. Grant, N. G. Mason.

Lt.-Cdr. to Cdr.: R. D. Ross, A. W. Gossage, D. J. Bateman, C. P. D. Hunter, J. H. Drake, B. C. Perowne.

Electrical Specialists.—Cdr. to Capt.: J. B. Holt, P. L. V. Slater.

Lt.-Cdr. to Cdr.: K. M. McGowan, D. Batten, R. W. Hancock, A. P. Farnside, K. H. Wyman, C. M. Bevan, J. C. G. Field, J. S. Holgate.

Instructor Branch.—Instr. Cdr. to Instr. Capt.: W. H. Watts, A. J. Bellamy.

Instr. Lt.-Cdr. to Instr. Cdr.: E. V. K. Paynter, M. Moreland, C. G. Mount.

Medical Branch.—Sgn. Cdr. to Sgn. Capt.: T. F. Davies, S. H. R. Price, M. A. Rugg-Gunn, I. C. Macdonald.

Sgn. Lt.-Cdr. to Sgn. Cdr.: W. H. B. Ellis, W. Cullen.

Dental Branch.—Sgn. Cdr. (D) to Sgn. Capt. (D): W. G. Finnie, A. MacD. Watson.

Royal Marines.—Major to Lt.-Col.: P. Beeman, R. N. R.—The following promotions have been made to date June 30, 1958:

Seaman Branch.—Cdr. to Capt.: F. J. Storey, K. A. Gadd, H. J. Chaloner.

Lt.-Cdr. to Cdr.: D. L'Estrange.

Supply and Secretariat Branch.—Cdr. to Capt.: R. Clarke.

Lt.-Cdr. to Cdr.: L. B. Charles, E. P. Mallinson.

R.N.V.R.—Seaman Branch.—Cdr. to Capt.: Sir J. D. Clerk, N. MacNaughton-Wainwright, J. E. Robson.

Lt.-Cdr. to Cdr.: C. R. C. Dobson, P. Court.

Electrical Branch.—Lt.-Cdr. to Cdr.: J. L. Harland.

Medical Branch.—Sgn. Cdr. to Sgn. Capt.: P. de B. Turtle.

Sgn. Lt.-Cdr. to Sgn. Cdr.: C. F. Cooper, D. C. Lillie, W. P. Small.

Special Branch.—Cdr. (SP) to Capt. (SP): N. A. J. Gaunt.

Lt.-Cdr. (SP) to Cdr. (SP): T. A. C. Keay, D. Jones.

R.M.F.V.R.—Major to Lt.-Col.: E. Burke.

PROVISIONAL SELECTIONS

The following provisional selections have been made for promotion to date December 31:

GENERAL LIST

Seamen Specialists.—Cdr. to Capt.: H. D. Ellis, D. N. Forbes, R. H. Graham, I. D. McLaughlan, T. G. V. Percy, J. Bitmead, B. C. G. Place, J. R. W. Groves, J. C. Y. Roxburgh, A. R. E. Bishop, G. C. Baldwin, I. W. Jamieson.

Lt.-Cdr. to Cdr.: V. J. Manwaring, S. H. Drummond, J. D. Winstanley, J. E. Maidwell, A. L. M. Allan, C. S. Moseley, H. P. Janion, D. R. O. Price, R. S. Browning, T. A. Wells, N. Perrett, G. H. Mann, D. Hepworth, D. J. Bent, R. W. Halliday, M. K. McGwire, C. B. Armstrong, J. W. G. Lindley, A. R. Rawbone, T. A. O. Griffiths, H. J. Startin, J. J. Phillips, R. von T. B. Kettle, M. M. Osborn, C. Rusby, H. M. Simcox.

Engineer Specialists.—Cdr. to Capt.: G. W. Gay, W. R. Stewart, H. G. Southwood, P. H. C. Illingworth, D. N. Callaghan.

Lt.-Cdr. to Cdr.: D. L. J. Corner, R. E. Hartley, R. A. Paterson, C. E. N. Deane, N. W. Leverett, J. M. C. Dunlop, F. G. Righton, F. C. A. Ward, A. S. Goldup, E. D. Harwood, R. B. L. Foster, W. T. Pillar, A. A. Bennington.

Supply and Secretariat Specialists.—Cdr. to Capt.: W. L. F. Hughes, G. A. Henderson.

Lt.-Cdr. to Cdr.: W. E. Handley, A. P. W. Smith, T. B. Homan, C. A. W. Weston, M. C. Denman, B. Tower.

Electrical Specialists.—Cdr. to Capt.: F. J. Perks, A. W. Bradshaw.

Lt.-Cdr. to Cdr.: J. L. Lewis, S. T. Crouch, P. A. T. Reeves, K. G. Ager, P. Vincent, D. W. Jackson, J. S. Brooks.

Instructor Branch.—Instr. Cdr. to Instr. Capt.: W. D. Jenkin.

Instr. Lt.-Cdr. to Instr. Cdr.: H. Brierley, G. Huggitt, R. H. McIntosh.

Medical Branch.—Sgn. Cdr. to Sgn. Capt.: G. D. Wedd, D. P. Gurd, P. K. Fraser, B. S. Lewis.

Sgn. Lt.-Cdr. to Sgn. Cdr.: J. MacF. Cliff, F. A. F. Mackenzie, T. C. Barras, J. Keeling.

Dental Branch.—Sgn. Cdr. (D) to Sgn. Capt. (D): S. R. Wallis.

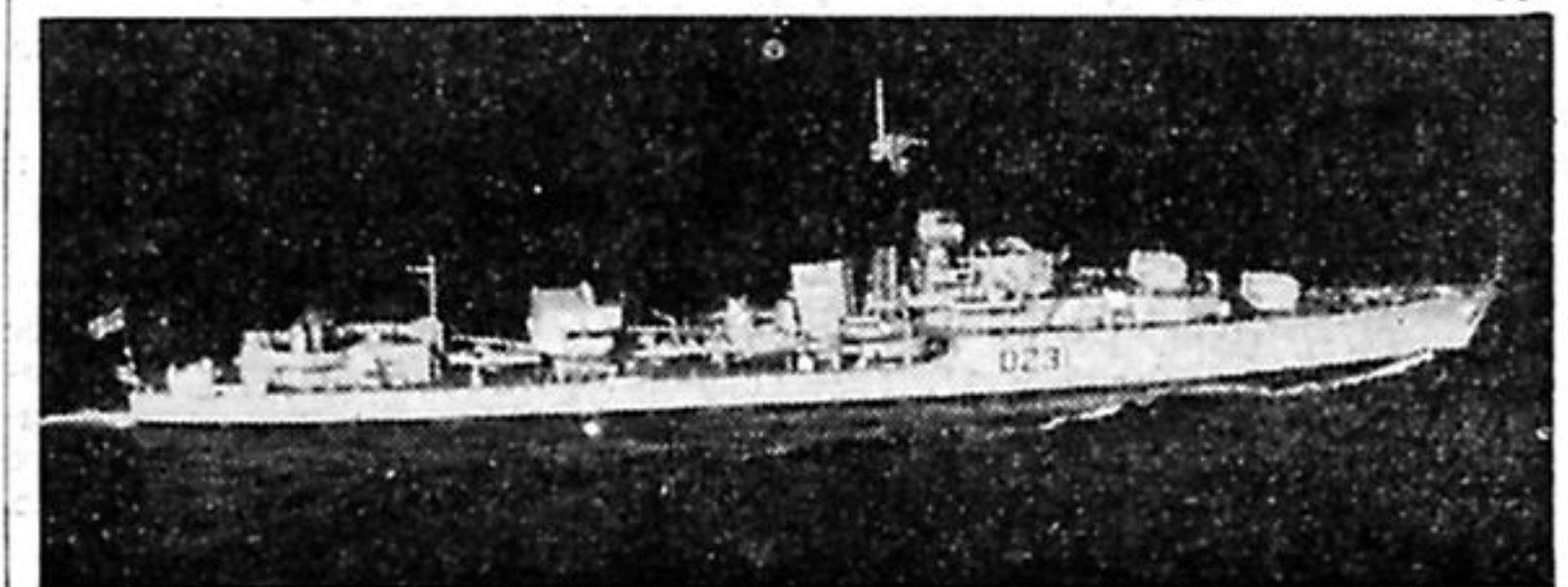
Sgn. Lt.-Cdr. (D) to Sgn. Cdr. (D): G. K. Wray.

Royal Marines.—Lt.-Col. to Col.: F. D. G. Bird.

Major to Lt.-Col.: J. C. d'E. Coke, A. J. S. Crockett.

Among those provisionally selected for promotion to Captain is Commander B. C. G. Place, V.C., who was awarded this decoration for his midjet submarine attack on the Tirpitz.

Portsmouth Navy Day



H.M.S. Vigo

NAVY DAYS are being held at Portsmouth, Devonport, Chatham and Portland on August 2, 3 and 4, 1958.

At Portsmouth the Dockyard will be open as usual from 12.30 until 6 p.m. daily, admission charges 2s. 6d. for adults, 1s. for children. Coaches cars and motorcycles may be parked in the Royal Naval Barracks and visitors will be permitted to take their cameras into the Dockyard with them.

Foremost among the 17 ships which will be open to visitors is H.M.S. Victorious the most modern aircraft carrier in which there will be a static air display, H.M.S. Tyne,

Kenya, Armada, Solebay, Undine, Undaunted, Vigo, Fleetwood, Plover and H.M. Submarines Alderney, Tapir and Trump will also be open.

There will be many live and static displays including a rescue by helicopter, a fly past by the Fleet Air Arm and raids by Royal Marine and Naval divers and frogmen. There will also be trips in landing craft.

Lunches, teas, ice creams will be available and children will be well cared for in a nursery situated in the Dockyard.

All profits are devoted to Naval charities.

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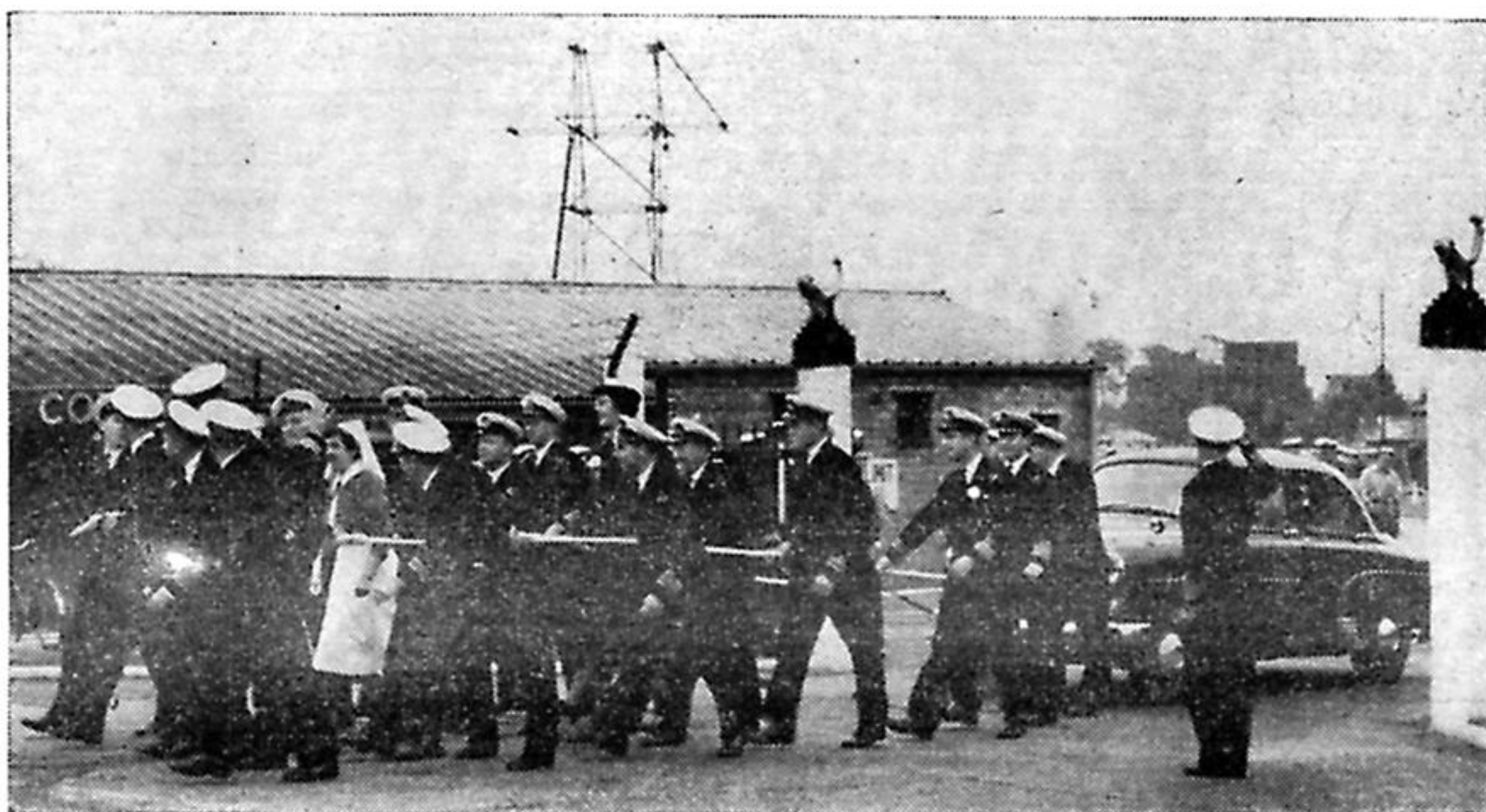
Branches at

Portsmouth (6 Queen Street), Chatham, Devonport, Weymouth, Portland, Falmouth, Milford Haven, Deal, Wetherby, Londonderry, Grimsby, Harwich, Helensburgh, Dunfermline, Rosyth, Invergordon, Gibraltar, and Sliema and Valletta, Malta.

Also at Lossiemouth, Arbroath, Abbotsinch, Eglinton, Keet, Brawdy, Culdrose, Ford, Worthy Down, Corsham, and H.M.S. Dolphin

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CHANGE OF COMMAND AT ARBROATH THE PIPERS OF R.N.A.S.—ABBOTSINCH



Capt. W. L. G. Porter leaving H.M.S. Condor

THIS MONTH marked the departure from H.M.S. Condor of its commanding officer, Capt. W. L. G. Porter, who has been appointed Fleet Engineer Officer on the staff of the C-in-C. Home Fleet. Capt. Porter who assumed command on May 11, 1956, was, together with Mrs. Porter, very much liked by all serving at Condor, for there were no station activities in which Capt. and Mrs. Porter did not take a most active and always sympathetic interest. The officers, plus those serving with Flag Officer, Reserve Aircraft, who are on the books of Condor, said farewell to Capt. Porter at a special guest night dinner while the Porters themselves gave several private parties to say goodbye to their many friends. Mrs. Porter received a pen and pencil set from the Condor Wives' Get-together Club and a Celtic brooch from the parents of the children using the Condor creche. Capt. Porter's successors is Capt. G. W. Tanner, who in August 1956 after completing a senior officers' war course at the Royal Naval College, Greenwich, was appointed Assistant D.A.M.R. Capt. Tanner has served in Angus before,

as in 1944 he became Air Engineer Officer at the R.N.A.S., Easthaven, a station which no longer exists, situated only a few miles from Condor.

The officers and ship's company and those under training at H.M.S. Condor gave their departing Commanding Officer the traditional farewell by harnessing his car to tow ropes and hauling it to the main gate, the roadway being lined by members of the ship's company, and those under training, who cheered lustily as the officer-towed car passed. Capt. Tanner stood at the main entrance to give his predecessor a farewell salute.

Visits

Official visits have been paid to Condor by the First Lord of the Admiralty, Lord Selkirk, and by the Civil Lord of the Admiralty, the Hon. T. G. D. Galbraith.

Glen Esk

In addition to Air Mechanician candidates under training who have now been included in the Glen Esk Outdoor Activities Training Scheme, members of the Condor ship's company have had their first taste of

life amid the lovely if somewhat remote surroundings of the bothy (Scots for mountain hut) on the shores of Loch Lee. Members of the Sixth Team of Aircraft Artificer Apprentices formed only half the complement of those occupying the bothy for the first half of the week commencing July 15. The remaining apprentices, all of whom had had previous sailing experience at H.M.S. Figgard, went under the leadership of Inst.-Lieut.-Cdr. Ian Ferguson, D.S.C. for a week's sailing on the Clyde in a Windfall yacht belonging to the Home Air Command. Volunteers from the ship's company filled the vacant places in the Glen Esk Scheme, an innovation which besides widening the scope of Glen Esk introduces the spice of competition between the apprentices who have had previous experience of life in the raw in the Highlands and members of the ship's company, nearly all slightly older than the apprentices, for the majority of whom this is their first introduction to "self service" and "take it or leave it self cooking." The latter half of all weeks at Glen Esk is now spent away from the bothy, during which time the campers cover between 30 and 40 miles of mountainous terrain sleeping in the lightweight tents they have carried on their backs.

Sport

Great satisfaction has been felt at Condor by the success of the Shooting Eight in the Highland District Rifle Meeting. The team entered for three events and of these won the Light Machine Gun Contest in competition with units from the R.A.F. and the T.A.

The Eight were knocked out in the first round of the Falling Plates event but in the third event, Fire and Movement Competition Condor were placed sixth out of a field of 20. The Shooting Eight's success is the more remarkable because two of its star members were unable to take part in the contest.

Inst.-Lieut. Ian Young has, for the second year in succession, won the Peewit Trophy in the Home Air Command's tennis (singles) competition.

Gliding

The Condor Gliding Club is determined to break all records this season and already the number of launchings indicate that in this respect at least success will be achieved but the members are showing tremendous enthusiasm in every respect. Appen-

AS THIS is written, the Station is in the final throes of its preparations for its Air Day (June 28). We suffered considerably last year from bad weather, local soccer fixtures (serious stuff in this area!) and the fact that we then had no previous experience to guide us, the result being an attendance of only about four-and-a-half thousands. We have hopes this time of profiting from last year's experience and also of having been a little more clever this time with the sort of weather we have picked.

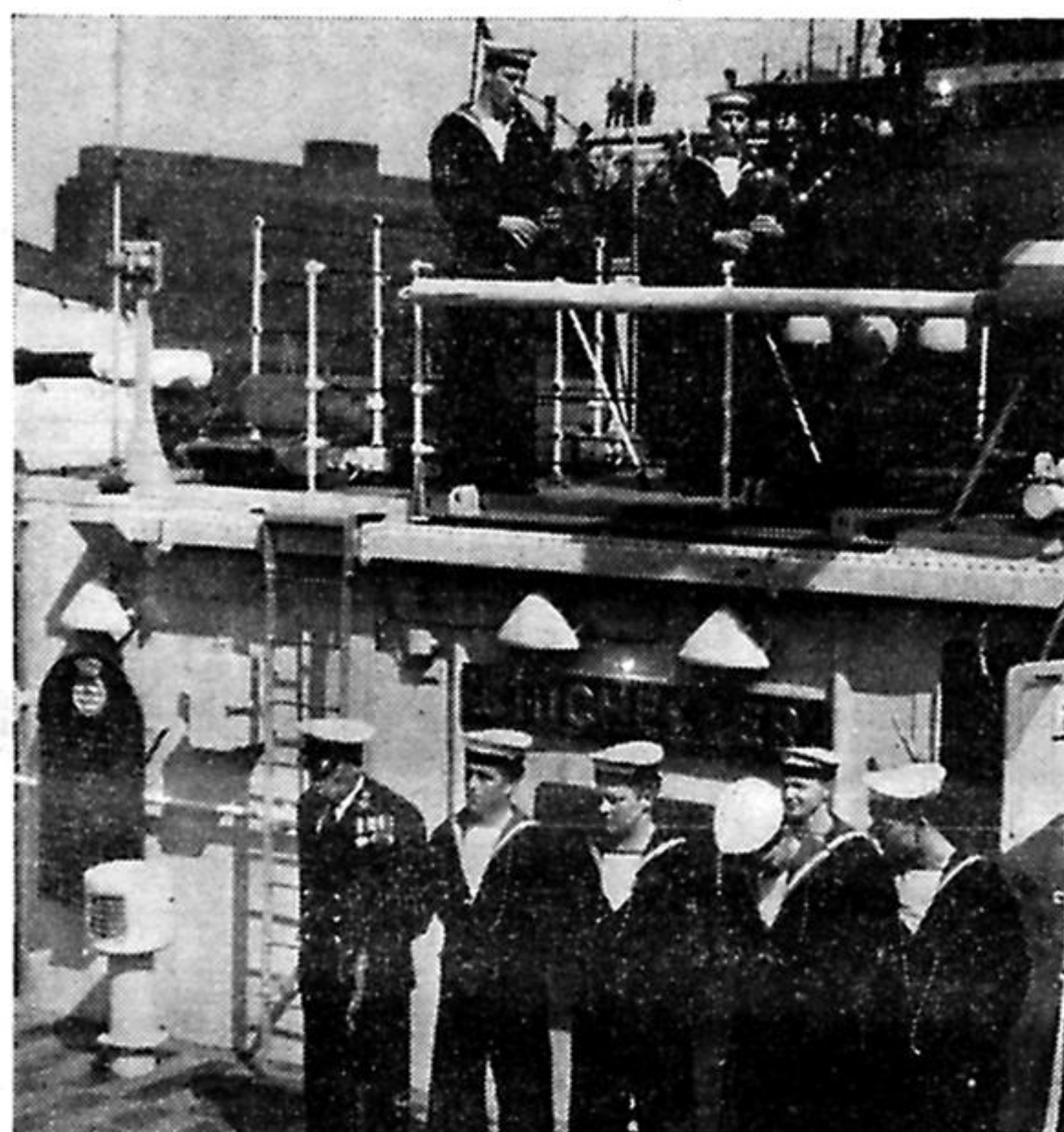
Since our last bulletin, the Station has had its first issue of its new magazine, *Beachcomber*. In case any Station without its own journal is toying with the idea of initiating one, it might be helpful to mention that we produced 600 copies (price 2s.), of what, we flatter ourselves, was a high standard 42-page issue at a printing cost of about £130. Our complement is about 1,100 and we were able easily to sell-out, apart from the copies required for business and publicity purposes, the net profit being about £10. It need hardly be added that a first essential is a good business manager to secure and organise the necessary advertisers. Ours, as a result of the good reception of the first issue, has

just about covered the cost of printing the second, in advance. We were delighted to receive a commendatory letter on the subject of *Beachcomber* from the First Sea Lord; our present feeling is that the second issue, scheduled for August, had better be good!

The establishment of a primary school, for Service children, on the Air Station itself, has been the subject of much correspondence between the Station and the Local Education Authority. The stage reached is that we are to meet the Paisley members of the Renfrewshire Education Committee to discuss the matter further.

Some enthusiasts on the Station have begun to explore what, to the Sassenach, is a fearsome and unknown terrain—that of the Scottish Piping World, the Exped. of the musical fraternity. The pibroch's warlike tones can now be heard at the most unlikely times in the most unlikely places—Sunday forenoons in married quarters for instance, though this is understood to have no domestic significance whatever.

It happened that we had on this Station, one or two young men, who, to say the least, were no strangers to the 'pipes and that we also had in the vicinity two helpful and expert en-



Pipers from Abbotsinch at the commissioning of H.M.S. Chichester

tice Horsfall who during the Easter Leave, together with P.O. Thomas gained his duration legs for the International Silver "C" Badge, hope-fully tried to glide from Loch Leven the H.Q. of the Scottish Gliding Union to Arbroath. He was released at 3,000 feet after a power tow and shaped a course for Condor but on this attempt was not successful in meeting the necessary "thermals" and was only able to complete a 10-mile glide. P.O. Thomas and a passenger, after an ordinary winch launch, were able to remain aloft for 64 minutes while the Grunan glider stayed up for three quarters of an hour.

W.R.N.S.

The national newspapers have featured Leading Wren Butler who, greatly to the surprise of their

(Continued on page 11, column 1)

thusiasts, Mr. Purdie and his son, Mr. Purdie joined the Cameron Highlanders as a Boy Piper in 1921 and was associated with 269 R.A.F. Squadron at Abbotsinch from 1930-1939, during which time he was also broadcasting, playing and judging at competitions. His son is carrying on the good work, lifting here a gold medal, there a silver cup and so on. Between them, they have made our modest beginnings into a Small Pipe Band, which we have high hopes of increasing to a recognised Pipe Band of six stands of pipes and three drums, affiliated to the Royal Navy Piping Association.

Our present qualified quartet (if this is not too effete a word for such an instrument) has a most important engagement as part of the Station Band on July 7, when it will perform at a function attended by Her Majesty The Queen during her visit to Paisley.

CIVILIAN WEAR

As our customers well know we like to help people and whether the problem is a complete civilian outfit or a single accessory, our highly trained staff is always ready and willing to offer guidance, if needed, on all matters concerning clothing.



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Phone: Portsmouth 24251 (3 lines) Grams: 'Navserge' Portsmouth
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Members of the Interport Naval Traders' Association

The Welfare Committee of R.N. Barracks, Portsmouth, own and operate two luxury 38 seater coaches.

These vehicles are available for the use of all officers, ratings and wrens and their guests, for:

- ★ SOCIAL OUTINGS
- ★ THEATRE & ICE SHOWS—LONDON, BRIGHTON, ETC.
- ★ SPORTS FIXTURES
- ★ EVENING TRIPS ETC., ETC.

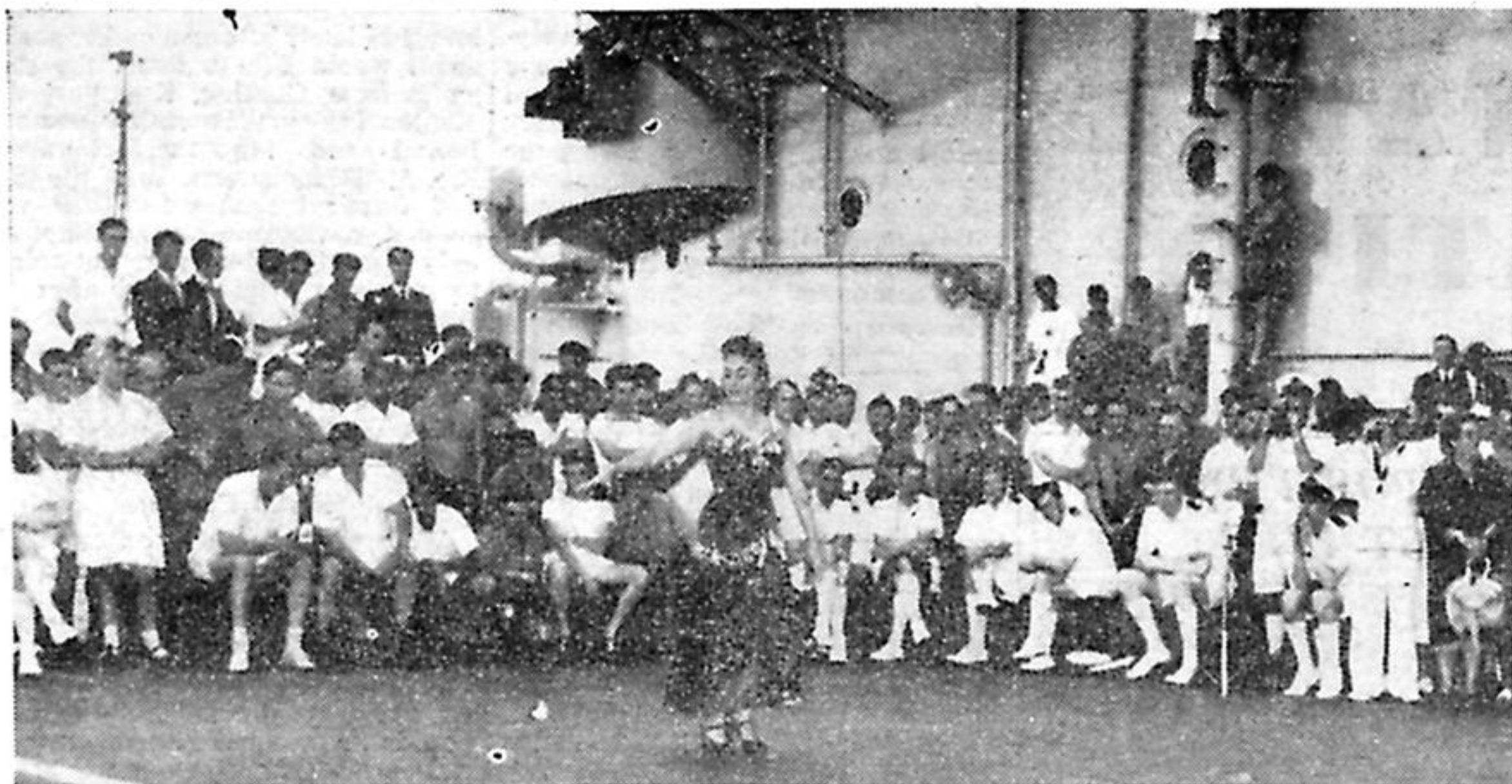
For further information please telephone Dockyard 2616 or write to the Welfare Secretary, Canteen Block, R.N. Barracks, Portsmouth.

Just say what you want and the rest will be arranged for you.



H.M.S. EAGLE OFF BARCELONA

H.M.S. Solent visits Denmark



Cameras at the ready. Crew of H.M.S. Eagle off Barcelona stand by to "shoot" Spanish dancing girl about to perform on the flight deck

ROYAL NAVY SAILING

TWO INTER-COMMAND events took place during June. The first, the Inter-Command Mermaid Championship, was held at Seaview, Isle of Wight, on June 10 and 11. These keel boats have a waterline length of 17.3 feet and carry a crew of three; they are incidentally the boats in which the Inter-Services Championships will be sailed on July 6, so this meeting provided a valuable trial for that event.

Only three Commands were able to enter teams. A series of six races was run in which each Command raced against the others on the first day, repeating the programme on the second day having changed boats. Plymouth finally won the series, defeating both Home Air Command and Portsmouth.

Total points scored were as follows:

Plymouth Command	85½
Home Air Command	79½
Portsmouth Command	70

The Plymouth helmsmen were Inst.-Lieut.-Cdr. G. P. Hedges (captain), Cdr. R. L. Hewitt (both of H.M.S. Raleigh) and Lieut.-Cdr. R. S. I. Hawkins (R.N. Signal School, St. Budeaux).

The second event, the Inter-Command R.N. Dinghy Championship (Claude Barry Cup) took place at Plymouth on June 16 and 17. Scotland took first place with four wins, Portsmouth, Home Air and Plymouth shared two wins each while the Nore failed to register any. Full results were as follows:

Scottish Command	126½ pts.
Portsmouth Command	121½
Home Air Command	119½
Plymouth Command	118½
Nore Command	103

The helmsmen in the Scottish Command team were: Surg.-Cdr. D. C. Howe, Cdr. M. H. Griffin, Cdr. H. Gardner and Ord. Sea. M. C. M. Pumphrey.

(Continued from page 10, column 4) opponents, turned out for Condor cricket 2nd XI and besides keeping wicket very effectively was top scorer, notching 23 runs out of her team's modest total of 35. When Leading Wren Butler took centre, the fast bowler facing her asked the umpire whether he ought to send down a few easy lobs! The umpire told him to do his worst!

First Officer S. V. A. McBride, officer in charge, W.R.N.S., acted as hostess in the Wren E.V.T. centre when visitors were given light refreshments and shown an exhibition of the Wrens' skill in handicrafts. A table was filled with examples of babies' knitted wear made by the Wrens for the Condor stall at the Cafe Chantant held in Arbroath for the benefit of the Royal National Lifeboat Institution. P.O. Wren C. Maude, E.V.T. Instructress was in charge of the exhibition. A cuddly doll made by one of the Wrens and much admired by Her Royal Highness the Duchess of Kent during her recent visit was also on show.

Church News
The Bishop of Brechin, the Right Reverend Eric Graham, M.A., visited the Church of St. Christopher, H.M.S. Condor, and confirmed 10 candidates who were representative of all classes in the community, including a Wren and two Aircraft Artificer Apprentices. Members of the Condor Branch of the Church of England Men's Society spent their long week end on a visit to the Island of Iona, the island on which in the fourth century Saint Columba established his famous monastery.

GETTING THE BEST FOR YOUR MONEY

Last month we discussed the advantages and procedures for the use of the Post Office Savings Bank. This month we discuss other forms of saving

National Savings Certificates

Then we come to National Savings Certificates. These possess the considerable advantage that the interest on them is not subject to income tax, and having arranged for their purchase one can sit back and let the money accumulate without even having to remember to include them on one's income tax declaration form.

Unlike stocks and shares, National Savings Certificates do not go down in money value; the only change is upwards. The present (tenth) issue consists of unit certificates of 15s. which become worth 20s. after seven years. This represents a rate of compound interest of some 4½ per cent. per annum if the certificates are held for the full period of seven years.

If it becomes necessary to cash Savings Certificates before they have run the full seven years, interest at the proportionate rate will be included in the repayment, which can be obtained within a few days. They do not gain any interest until the end of the first year from the date of purchase.

National Savings Certificates can be bought through the Post Office by declaring a monthly allotment of 15s. or a multiple of 15s. Alternatively, they can be bought on a specific occasion when surplus cash is held; for this the remittance system is used in the Pay Office.

The maximum holding of the present (tenth) issue certificates is 1,000 unit certificates of 15s. each at a cost of £750.

5% Defence Bonds

Like National Savings Certificates 5 per cent. Defence Bonds may be purchased by a monthly allotment as a standing arrangement, or by the remittance system on a specific occasion. The monthly allotment must be for £5 or a multiple thereof if the actual bonds are purchased outright, 10s. or a multiple thereof in the case of purchase by instalments.

These Defence Bonds represent a good gilt-edged long term investment, with every incentive not to disturb them until they have matured. In addition to 5 per cent. interest paid regularly, the bonds themselves increase in value, being repayable at the rate of £103 for every £100 of bonds on the interest date next following seven years after the date of purchase. These bonuses are paid free of income tax.

They can be encashed at any time before the full seven years are up by giving six months' notice. Immediate encashment can be obtained, however, subject to a deduction equivalent to six months' interest. Interest on the bonds is payable half-yearly in February and August

(a) By credit to a savings bank account;

(b) By warrant sent by post; or

(c) By remittance to a bank or other agents.

The interest is subject to income tax which is NOT deducted at source.

Maximum holding of the current issue of Defence Bonds is £2,000 by any one person in addition to any previous holdings.

General

The above methods of saving, for which special facilities are furnished in the Navy, represent as good a rate of interest and security as can be

found outside the ups and downs, and attendant risks, of dabbling in stocks and shares markets. They also come under the heading of National Savings, which are of sufficient importance to the country for a National Savings Committee to have been set up, on which, incidentally, a retired captain, R.N., serves as an Assistant Commissioner and as a link with the Royal Navy.

Life Assurance

Another type of provision for the future which can be made use of is life insurance, either (a) as an endowment policy under which one can pay annual premiums to obtain lump sum at some given date in the future or for payment to dependants if death takes place earlier, or, on the other hand, (b) to obtain payment of a substantial sum for one's dependants at one's eventual death. Endowment insurance possesses the merit, as well as providing a small rate of interest and guaranteeing payment to one's dependants if death occurs, of compelling one to keep on contributing in order to reap the final reward of a handsome sum at a fixed date. The importance of life insurance, with its value to one's family, is obvious.

Perhaps it is prudent to bear in mind

IN COMPANY with H.M.S. Teredo we sailed from Portsmouth in the evening of May 19. The gales which we expected did not materialise and we had a very smooth passage. We were joined off the Thames Estuary by a rather exhausted passenger in the person of Buster which after much discussion was proclaimed to be a Rock Dove. The passage was so good that we arrived 24 hours early and on the morning of the 22nd Teredo anchored in Aalborg Vig and we secured alongside. Buster had stayed with us all the time and kept us well amused in spite of the fact that he spent most of his time sleeping or eyeing us rather suspiciously. We couldn't get him to eat anything although all suggestions were duly given a try—even a slice of peach from Chef! He was taken on a social call to Teredo but that must have given him ideas for, later in the day, when his keepers were asleep he took his departure.

Anchorite arrived on the following morning—Friday—and in company we entered Aarhus. Solent berthed outboard of the other two submarines and this was to have its advantages in helping us to avoid some of the more official aspects of the visit.

that if premiums cease to be paid before a policy matures one is liable not to get back the full amount of the premium paid.

Life insurance is of course a matter for every individual himself and the needs of his own particular circumstances. It is, nevertheless, well to remember that, however far away marriage or a family may be, or however robust and self-reliant one's dependants are at the present moment, the earlier in life an insurance policy is started the lower the premium, and

From July 12 the "Navy News" telephone number will be Portsmouth 26421, Extension 2194.

the less the financial burden in later life when surrounded by other claims and when it may not be so easy to find the money. An important feature is that any form of insurance carries with it relief from income tax in respect of premiums paid.

A.F.O. 3123/57 gives the names of certain insurance companies who have offered special terms in insurance for which payment of premiums can be made through the ship's ledger. Payment in all cases will be arranged under the Naval allotment system on a calendar monthly basis. Quite apart from this special arrangement, normal monthly allotments can of course be declared in respect of premiums for policies taken out with any insurance company.

Warm Welcome

The first thing that struck us about Aarhus was the incredibly warm welcome we received; nothing seemed to be too much trouble for the people in their efforts to help us. Not only were coach tours and visits to the local brewery arranged for us but many of us were invited into private homes and saw at first hand the Danish way of life. The people of Aarhus have a city of which they are justly proud. A mixture of modern and traditional architecture, it is an outstanding example of a well planned city. Lately a university has been established in Aarhus and that combined with its excellent modern harbour and flourishing trade, has made it the second city of Denmark.

Aarhus is very much a country centre as well as a city. To the south forests reach right up to the doorstep and to the north stretches some of the most beautiful scenery in Denmark. The beauty of Aarhus and its surroundings is only matched by the beauty of the Danish girls. We had few language difficulties as most of the Danes understand English—notable exceptions being the taxi-drivers! The lack of licensing hours was found very convenient by a number of us. The Danish food had a great success with some who liked the smørrebrød or open sandwich, but others still preferred their roast and two!

The prices of most things in the shops were comparable to English prices, though food was perhaps slightly dearer. Those who lived ashore found that hotels were a lot less expensive than in England. A very noticeable feature of the city was the cleanliness of its streets; this cleanliness is universal in Denmark and the Danes keep their homes in spotless condition.

Open to Visitors

On the Friday evening all three submarines gave a combined Official Cocktail Party—Solent being the outboard boat, it was the more adventurous who came to us! We opened the submarine to visitors on Saturday afternoon and again on Monday and Wednesday. On Tuesday we all gave a children's party on board; 25 children came to Solent and, in spite of the fact that none of them spoke English—or were too shy to admit that they did—by the time we had shown them some cartoons and given them a huge tea they were thoroughly enjoying themselves.

We sailed on Thursday morning leaving a few broken hearts and many happy memories. We had greatly enjoyed our visit and we hope that the flag was shown to good advantage.



How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Insurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my 9 years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

* For members of the W.R.N.S. the Pension is £149 a year.

Which will you take?

I'm going for the pension because there's another valuable right with it—I can get a cash advance for the full price of a new house. I'm all lined up for a job already, and with an extra pension to look forward to and the wife and family safe in our own home—well, it's the kind of security we all want.

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THE ROYAL NAVAL ASSOCIATION

INCORPORATED BY ROYAL CHARTER

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CALENDAR

Fakenham
July 27.—Dedication of Branch Standard.
Rosyth & W. Fife
November.—Annual Dinner.
Ashford (Kent)
July 18.—Visit to Gillingham Branch.
Cheltenham
July 11.—Dolphin Cup Skittles Final at Red Lion.
Cheam & Worcester Park
August 14.—Children's Outing to Bognor.
August 30.—Social and Presentation Night at Cheam Social Club.
No. 3 Area
August 16.—Meeting at Havant. 3 p.m.
Leamington Spa
September 26.—Naval Ball.

VENUE

Cheltenham—United Services Club, North Street. First Thursday every month.

We Will Remember Them

Engineer Rear-Admiral J. P. Foster, president of Uxbridge Branch.
Shipmate Arthur Heaton, member of Burnley Branch.

CHEAM & WORCESTER PARK

THE BUS strike did not seriously impair our attendance at branch meetings. Shipmates with cars have rallied round with lifts to and from meetings, and others have raked out cycles long out of commission and given them a new lease of life.

Shipmates are looking forward to the trip to Thame on the occasion of their dedication, hoping to see them next year at our 21st anniversary parade.

On Sunday, June 15, the branch had the annual outing, going to Tankerton via Canterbury. I was unable to attend due to work, but by all reports a good time was had by all.

August 14 brings the children's outing round once again, and once more we visit Bognor. If the weather is anything like last year they should have a grand day.

Unfortunately the branch are losing their Hon. Chaplain, the Rev. E. G. Chandler, who so ably handled our dedication; he takes up a new living at Whitcliffe next month. We shall be sorry to lose him, but our loss will be a welcome gain by his future parishioners. We wish him all success in his new appointment.

One of our great mediums of publicity comes to an end in July; that of the local magazine. However, we still have the local press which has always been very helpful to our cause in the past.

The branch newsletter is still going strong and gradually becoming quite a masterpiece, it is about to get a face lift in the form of an attractive cover provided by our very able and go-ahead secretary.

On Saturday, August 30, the branch have their social and presentation night at Cheam Social Club. This is an outstanding night; to those branches who receive invitations we hope you will accept or at least let us know early if you decline.

PLEASING FINANCIAL POSITION AT ROSYTH AND WEST FIFE



After the dedication service at St. Peter's Church, Inverkeithing

THE ABOVE branch held its monthly meeting at the Queens Hotel, Inverkeithing on Monday June 9, presided over by Shipmate Hawser, Chairman, who said that the Branch Standard in company with Edinburgh Standard was in attendance at the unveiling of the War Memorial in Kirkcaldy on Sunday, May 25. The branch was now

in the pleasing position of feeling financially safe which must be credited to the social convener's organisation of draws. The branch is now closed till October. It will be holding its annual dinner in November. The chairman, Shipmate Hawser is now chairman of Scottish Division and Shipmate Hill, vice-chairman.

New Secretary for Mexborough

OUR FORMER secretary, Harry Hurry, having moved to Scunthorpe, I would like to draw attention to the new secretary's address so that you may amend your diaries in case you wish to contact the Mexborough Branch. The address is, F. E. Curtis, 72 Queen Street, Swinton, Nr Mexborough, Yorkshire.

The branch celebrates its second anniversary on June 28, and since its inauguration has had many ups and downs. The loss of our erstwhile secretary is certainly another blow, as Harry Hurry, a founder member, has worked tirelessly at his duties, and no one has the interests of the Association more at heart. Shipmates of the Scunthorpe Branch will be making his acquaintance soon, I know, and all at Mexborough wish Harry all the best of luck and thank him for his efforts in the past.

Another sad blow was the death of Shipmate Charlie Higgins, a quiet, unassuming fellow, holder of the D.S.M., B.E.M. and Mention in Despatches—one of the best. He is sadly missed by all his shipmates here.

The most successful function, this year, was our first annual dinner, attended by shipmates from Doncaster and Sheffield, and I have no hesitation in saying that everyone enjoyed themselves.

More recently the branch was represented at Darlington on their great day, May 11. Congratulations on a great show, "civvies," and thanks for your hospitality.

GOOD ATTENDANCES AT CROYDON

THE MEETINGS at Croydon, all very well attended, are carried out with strict business-like efficiency. It is realised that because of our frankness and outspokenness the branch is perhaps not well liked by a few, but in common with other branches, we are sincere in all our comments. The selected delegate puts over the views of the branch and the instructions given to a delegate are thoroughly worked out with the view of upholding the dignity of the Association.

The branch is interested in all headquarters business and hope that the heavy expenditure there can be reduced and that in the near future a credit balance will be shown. We do not agree with the methods of investments and we feel it would be a good thing if branches could have a copy of the balance sheet prior to the audit. At the present time all branches must accept the balance sheet without comment because the accounts have been audited. The branch is not attacking anyone, but it does feel that some arrangements could be made that would allow discussion to take place.

Activities to increase membership are being worked out. We intend shortly to visit Dorking and to repay the visit of that branch.

Successful Month at Twickenham

GREETINGS, SHIPMATES everywhere; we in the Thames Valley are still fit and well and keeping on an even keel, naturally like a good many more branches, we notice during the summer months, that the attendances of members seems to slacken off a bit, but I suppose that is to be expected, especially if the weather is good for other occasions.

Recently, in the London area especially, the bus strike seems to be a good alibi, but I disagree, if you make up your mind to do a thing or visit someone, just think of the association motto, you will get there. We have far greater support from various

branches lately at our monthly socials and I would like to thank the shipmates from Dorking, Kingsbury and Kenton, Finsbury, Hounslow, Southall, Barnes and Mortlake, Hanworth, R.N.A. Headquarters, and the Star and Garter branches for their very good company and comradeship, our only regret is that we were not able to give you a good meal after the Bushy Park parade, but fortunately that was not our fault, I expected something more substantial from our American friends, nevertheless I hear the local fish and chip bar did a roaring trade during the evening.

Social Evenings

We propose to carry on our social evenings throughout the year and welcome all shipmates of other branches to "come alongside," you are more than welcome at "The Crown."

In company with half a dozen more shipmates of the branch we visited the annual general meeting of the S.W. London branch at the Star and Garter Home, Richmond, Surrey, and spent a most enjoyable Sunday afternoon with "the lads." It was a grand meeting and well conducted, four new members were enrolled, one a mere "lad" nearing 90 years of age, who sprang to attention and saluted the president on receiving his badge. It was good to hear that other branches are now taking more interest in the shipmates of the "Home," but there is still room for improvement and your support. It must be more than disheartening to the secretary to send out details and invitations and to receive only one or two replies. So please shipmates, think it over and give an extra thought to your less fortunate shipmates.

Once again with the brighter days, the standards are being paraded and dedicated and it gives one a grand feeling to witness or partake in these functions and to relive that feeling of comradeship and unity that is part of one's Service life.

From the various reports and conversation, Darlington branch are to be congratulated for putting on such a wonderful show, we wish you the success you rightly deserve.

At the moment we are having transport trouble, domestically, but you can be assured shipmates, we will be there to support you with our standard whenever possible.

Many thanks Dorking branch for the very pleasant evening, but I am sorry to hear that, financially from your point of view, it was not quite so good, better luck next time, looking forward to seeing you all again in September.

Two of our younger members, now serving, are full of praise and thanks to the members of Gosport and Portsmouth branches for the hospitality and welcome shown to them recently when visiting that area. Many thanks shipmates, it is gratifying to know that they will be looked after wherever they go by members that speak the same language.

To those at sea and abroad, God Speed and a safe journey home. To those at home, enjoy yourselves and have a very pleasant holiday.

WE AT PORTLAND

WERE WE be! We're glad to see you other branches givin' we news of yerself, snow, fer then we knows you're still alive and kickin' like we down yere.

Our president (Capt. MacLennan) 'as 'ad a rough do lately, but is now mendin' slow like and we're 'opin' 'ee'll continue to pull stroke our like 'ee always 'as done. Fair's fair, you, Capt. Mac, 'as never bin wot we calls an armchair president and we vellers certainly appreciate 'ee and all 'ee's done fer us. 'Ee'll kick I to bits fer writin' that but all of 'em yere knows 'tis true.

Then old Tom Hair, our chairman and welfare officer, well 'is veet must be runnin' 'ot, snow, wi' hospital visitin' and tryin' to get vellers vixed up for jobs now that the run down 'as started in the dockyard. Still nobody's hollerin', and we're pullin' together like they vishermen do wi' their nets.

Our standard was on show ag'in at Newton Abbot and Blackmore Vale dedications, and next wik we're goin' out in girt numbers to a village do. Then July 12 we want all our shipmates and their wimmin' volk from branches round about to come and see we, Cor!! that ought to be a night! If you vellers remembers Portland bein' a quiet place, well on July 12 we're goin' to alter all that. Yere! I goin' to stop now and gi' you other vellers a chance to zay zummat. All the best from we to you.

No. 3 AREA QUARTERLY MEETING

THE QUARTERLY meeting was held at Eastbourne on May 24, the delegates being the guests of Eastbourne Branch at their headquarters in Beach Road. The President, Admiral Sir Charles Little as usual being present. Quite a number of matters of interest to branches in the area were discussed and branches views aired. A suggestion (at this stage) that because quite a number of branches not only cannot afford, but cannot find a delegate who can spare the time to attend National Conference, it would be more democratic if postal votes were allowed in matters on the agenda of vital importance to the Association—especially in these days of one branch one vote—was put forward by Worthing and delegates asked to obtain the views of their branches on this subject. A proposal by Worthing that the Standard Bearer's Trophy be held by the Branch winning it (and not by Headquarters) for the year, cost of insurance being borne by Headquarters, thereafter replica to be retained by winning Standard Bearer was seconded and unanimously supported and passed to headquarters for action.

It was agreed that Area Standard would be paraded at National Conference, the Chichester Branch (whose date for dedication of Memorial Book clashes) having agreed. It was also paraded at Blackmore Vale, and a word of appreciation to our indefatigable Standard Bearer Shipmate Aldray of Camberley would perhaps be appropriate here.

Eastbourne Branch last year ran a darts competition between five branches from East Sussex. It was very successful, so Eastbourne thought it a good idea if more groups were formed and the winners of the groups played off at some central venue. As a start five branches in Central and West Sussex were invited to form a group, with the ultimate object of covering all of No. 3 Area and perhaps 1 and 2 also, thus enabling Shipmates to meet others, and the branches benefiting socially and incidentally financially. Unfortunately only one branch responded favourably. Two wrote saying they were unable to take part, and two did not trouble to answer at all. It is felt by the writer that any effort to bring the branches of the area together socially and thus strengthen the effectiveness of the area as a whole would warrant better support from all Shipmates.

Next Meeting

The next meeting will be held at Havant on August 16 at 3 p.m. and it is hoped to see delegates from some of the branches on the western end of the area. An invitation to hold an area meeting in the western part of the area would be doubly welcome, by all delegates. Incidentally we would remind you that all shipmates are welcome at area meetings whether they are delegates or not, so come along and see what efforts are being made to improve and substantiate your association.

It is hoped to give a diary of proposed and confirmed forthcoming events in this report each quarter, and if possible monthly. It has been found that some branches are holding functions—social and official—which others would like to attend and which are only heard of after the event (in branch report in Navy News) or too late to make arrangements. If branches would send their proposed "fixture" list to P. Ball, 22 Vale Walk, Worthing, well in advance (six months if you like) I will try and put them in chronological order. Remember this report must be in the hands of Navy News editor by the 18th of each month so at least a month's notice is necessary if information is to be included. The only information to hand is as follows: Worthing Branch goes to Hastings July 13. Children's outing.

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PRESENTATION AT DURHAM



Rear-Admiral Hutton pinning brooch on Mrs. Jane Steel

Photo: Durham Advertiser

AT THE June Branch Meeting in the "Dun Cow" Inn, shipmates of the Durham Branch took part in a pleasant ceremony wherein the President, Rear-Admiral R. M. J. Hutton, C.B., C.B.E., R.N., presented Mine Hostess Mrs. Jane Steel with an exquisite brooch and ear rings to match.

This marked the last occasion when Mrs. Steel would wait on us as she is retiring and it was our way of saying "Thanks."

A bigger surprise was in store when members were informed that the person who was taking over the management of the inn where we have our H.Q. was none other than Shipmate Jack Pearce himself! In this we are singularly fortunate as Jack and his wife Doris are well known to us all and will make popular publicans. They took over on June 19 and Jack has grown a lovely "set" to mark the occasion.

We are looking forward to even

happier times in the H.Q. which costs us precisely nothing to run!

It's rather late in the day but I must say how much the Durham chaps enjoyed the Darlington Dedication in May—well done Darlington, nothing was overlooked.

Before this will appear in print we will have been to the Annual Conference. About 10 of us are doing the Blackpool trip in style as it is within easy reach of us.

Blackpool Rock

THE 21st Annual Conference of the Royal Naval Association was held in the Imperial Hotel, Blackpool, on Saturday, 28th June. The conference was opened by His Worship The Mayor of Blackpool, Alderman Joseph Parker, J.P., in the presence of Admiral of the Fleet Sir John Cunningham, G.C.B., M.V.O., members of the National Council, 138 delegates and some 80 visitors, including some 20 ladies.

In his presidential address Sir John commented on the growth of the Association; no fewer than 27 branches had been opened during the year under review, with the resultant increase in membership. The increase in membership, slight though it is, was most gratifying, but, he said, this is no time for complacency and he appealed to all delegates to make further efforts to increase the membership. He congratulated No. 10 Area on its great efforts during the past four years, during which time they had risen from near obscurity to become the third largest Area, in membership, in the country. Speaking on the financial aspects of the Association, he said that by the end of this coming year, with the increased subscriptions being taken into account, it seemed that the Association accounts would be "out of the red."

Headquarters Club

He appealed to delegates to stand by their elected members of the council, who were doing a difficult job very well. The headquarters club was now trading much more satisfactorily, and he looked forward optimistically to the Club becoming a financial asset to the Association. The President's address was received with acclamation.

The Standing Orders committee in its report recommended that all motions received should be printed in the agenda, but only those motions so annotated should be debated. This recommendation was received with acclamation and adopted unanimously.

In the biannual election for half the elected members of the Council, the following were elected: C. Wheeler, No. 1 Area; A. G. Legg, No. 3 Area; H. Webb, No. 4 Area; and H. W. Brandon, No. 5 Area. The Scottish Area representative will be elected later.

The minutes of the Twentieth Annual Conference were accepted and signed.

The following reports, having been circulated, were adopted: Chairman's report, Secretary to the Council's report, Hon. Treasurer's report, together with the annual accounts and pensions sub-committee report.

Mr. Nichols, head of the Association's auditors, addressed Conference on Association finances generally; his extremely interesting address was received with acclamation. His recommendations with regard to reinvestment of certain Association were adopted nem. con.

The chartered accountants, of which

Mr. Nichols is head, P. G. Heslop & Co., were appointed for the ensuing year.

Before the luncheon recess the Blackpool delegate asked for the floor and presented the President with a stick of rock. This was no ordinary stick of rock, for it was carried in by four Sea Cadets, it being 8 in. in diameter, and some 3 ft. long and weighing 28 lb.

Delegates and council were entertained to lunch by No. 10 Area.

The afternoon session was occupied by the discussion on 13 motions accepted by the Standing Orders Committee. A motion asking that reunion tickets should be issued as heretofore with the exception that those branches who received no tickets the previous year should be given preference was carried.

A motion asking the Admiralty to review the recognition of ex-Naval Associations was carried.

Coventry asked Conference to approve that in future full data concerning nominees for election to Council should be promulgated. This was carried.

A motion asking that the Secretary to the Council should visit Areas at least every other year was carried.

Conference carried unanimously a motion requesting an approach be made to the Government regarding employment of dockyard employees made redundant by recent cuts.

Conference threw out a motion seeking to increase Area capitation fees.

Conference also agreed to continue with the NAVY NEWS as its journal.

A motion seeking to reintroduce a club membership fee for headquarters club was heavily defeated.

Friendly Criticism

If anything, this year's Conference was notable for the friendly way in which criticisms were offered and the acceptance that members should themselves make greater efforts to increase the membership of the R.N.A.

On Sunday morning, June 29, the dedication of No. 10 Area standard took place in the Tower Circus, with the Mayor of Blackpool and Sir John Cunningham in attendance. There were some 80 standards in attendance. The standard was dedicated by the Lord Bishop of Lancaster. After the dedication delegates and members from the surrounding area headed by massed standards marched to the Cenotaph, where Sir John laid the Association wreath. A guard of honour came from from Stretton, as also did one band.

Hectic Month at Ashford (Kent)



Boarding party from Ashford before going alongside New Romney

LEAMINGTON HITS THE JACKPOT

ONCE AGAIN the Royal Leamington Spa branch, R.N.A., in conjunction with the Leamington Boys Club held their Annual Fete on Whit-Monday, and as usual we were blessed with lovely weather.

A crowd of approximately 5,000 attended. The Fete was opened by His Worship the Mayor, Shipmate Frank Gundry and his good lady.

Invitations were sent to various branches of the R.N.A. to take advantage and help their own funds. These were taken up by branches from Coventry, Kenilworth and

Warwick. Bad luck Stratford branch, next year perhaps you will be able to make the grade.

It was due to hard work and loyal support from all that this year the jackpot was hit, and we anticipate being some £250 better off in our branch funds. We are grateful to the ladies for their help.

Our next big event will be the Naval Ball on September 26, 1958. All arrangements are now complete, and our target is 400 attending.

Well done Leamington Spa—the Fairy Godmother branch of the area!

ANOTHER VERY hectic month in our Mess. Twenty-five shipmates, with the Standard and Escorts, attended the Jutland Rally and Service in Chatham Barracks. Some 200 shipmates sat down to tea afterwards with the C-in-C, the Nore, to bid him farewell on his retirement. Many thanks, Chatham, for the fine spread, and entertainment afterwards.

On June 1 we tied up alongside Dover branch for the Annual Dunkirk Service, and here again we must say a big thank-you to Dover.

The high-light of this month, was when a boarding party of our Mess, went alongside New Romney for their 21st birthday dinner. A six-foot silver key, made by our chairman (Shipmate Philpott) and the painting of the R.N.O.C.A. badge was skillfully carried out by our vice-president (Shipmate Don Murray), and was handed over to the president of New Romney branch amid laughter, when told it was about time they had the key of the door.

We were very pleased to meet Shipmate Bill Gower (chairman of No. 2 Area) and the four members of Gillingham branch, who were at the dinner, also Shipmate Yaxley (past-president Maidstone branch) and his good lady.

Plans are going ahead for a coach-load for the presentation at the Admiral Elliot Hotel, Gillingham, on July 18. Stand by Gillingham to catch our heaving line, and shipmates, give your names to the secretary, to swell the numbers going.

Finally, our recruiting campaign is up to standard, one new member per meeting. Keep it up shipmates. We welcome Shipmate Ern Bodkin as our latest new member. He'll be pleased to see old ships, if you are anywhere near the Flying Horse Smarden. After 22 years in the Andrew he'll have a lot to talk about.

SPITHEAD PHEASANT AT HAVANT

SPITHEAD PHEASANT was one of the games played when Havant Branch entertained shipmates from the Chichester and Bognor Regis Branches on May 31. Entertainments given by the Havant Branch were followed by popular singing by the chairman of the Chichester Branch.

At the conclusion the chairman of the Bognor Regis Branch thanked Shipmate Mrs. V. Croft, the Havant Branch hon. social secretary, and others responsible for the organisation.

They were pleased to elect a new shipmate at the meeting on June 3 when Shipmate O. J. George was accepted into membership. They were also happy to hear Shipmate H. C. Croft, the welfare officer, announce that Shipmate C. A. Sadlers' health was improving.

As they have not been able to obtain tickets for the annual reunion the hon. social secretary has been requested to investigate other possible entertainments for the branch after the parade and Cenotaph service.

LIVELY TIMES AT DORKING

THE DORKING branch have had quite a lively time during the past months. Our dancing season has finished for a while. These events always seem popular with the general public. We supported the Purley silver jubilee, and by the time this is printed, the branch would have had the pleasure of visiting "new boys" Thame.

We have the annual children's outing, this time to Bognor, then on to the Brighton branch's headquarters for tea, looking forward to meeting our friends at Brighton again.

Our branch meetings seem to be holding interest still, with an average of 22 attending. If by any chance the NAVY NEWS finds its way on board H.M.S. Newcastle, I would like to take the opportunity of passing the branch's best wishes on to Jim Carr (Mech./C. P/KX.891611, 102 Mess), hoping to meet him again soon. So, not forgetting, we are only too pleased to meet any shipmates in the area, all the best from Dorking.



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VERNON'S ANNUAL SPORTS DAY

THE H.M.S. Vernon Athletic Sports were held recently at the R.N. Barracks Recreation Ground. The weather was favourable, but a head-wind tended to affect the times. The results were as follows:

100 yards: L.S. Deas (H), 11.4 sec. 220 yards: A.B. Denyer (W), 25.4 sec. 440 yards: A.B. Denyer (W), 58.6 sec. 880 yards: L.S. Paxton (D), 2 min. 23.4 sec. One mile: A.B. Burton (D), 4 min. 46.3 sec. (record). 3,000 metres: L.S. Paxton (D), 10 min. 10.5 sec. Three miles: L.S. Paxton (D), 16 min. 21.5 sec. (record). 120 yards hurdles: A.B. Arnell-Smith (H), 17.6 sec. Divisional relay: Deepwater, 4 min. 15.2 sec. Veterans' race: 1. Lieut.-Cdr. Brown; 2. Mr. Leggatt. Pole Vault: E.A. Wiseman (E), 9 ft. 6 in. High jump: E.A. Wiseman (E), 5 ft. 2 in. Long jump: L.S. Deas (H), 18 ft. 1 in. Throwing the discus: Lieut.-Cdr. Gilbert (H), 91 ft. 3 in. Throwing the javelin: O.A. Ferguson (O), 159 ft. (record). Putting the shot: O.A. Miller (O), 33 ft. 5 in. Throwing the hammer: A.B. Wollaston (W), 76 ft. 8 in. Hop, step and jump: A.B. Arnell-Smith (H), 38 ft. 3 in. Tug of war: 1. Ordnance; 2. Deepwater.

(H—Hecla and Invincible; E—Elec. and Shpts.; D—Deepwater; W—Warrior; O—Ordnance; T—Trials and Tenders; S—Supply and Sec.; V—Vesuvius; ENG—Engineers; SL—Sub. Lieutenants.)



The mile in progress

Wrens' Successful Day

The Aggregate Trophy was won by Hecla and Invincible Division with a total of 84 points. The sports had a popular Victor Ludorum in L.S. Paxton (23 points), who won two strenuous long-distance races, one of which in record time, together with the 880 yards race. All this in a two-hour spell—a remarkable performance. Wren Wayman was the outstanding sportswoman of the day, with successes in each of the five Wrens' events. She was first in the 80 metres hurdles and high jump, second in the 100 yards and third in the long jump and javelin. The results were as follows:

100 yards: Wren Webb, 14.2 sec. 80 metres hurdles: Wren Wayman, 16.2 sec. Long jump: Wren Mason, 13 ft. 4 in. Javelin: L./Wren Wilson, 78 ft. 7 in. High Jump: Wren Wayman, 4 ft. 4 in. (record).

Mrs. E. A. Blundell, the wife of the Captain of H.M.S. Vernon, kindly consented to present the prizes and trophies.

GOLF

The Home Air Command annual meeting is again being held at Little Aston, Streetley, Staffs, on July 24 and 25. Entries should be forwarded to Surg.-Cdr.(D) W. Turnbull, R.N. Air Station, Bramcote by July 15. All details are given in H.A.C.S.I.57.

British-Pakistani Himalayan Expedition

THE BRITISH/Pakistani Forces Himalayan Expedition, under the leadership of Captain M. E. B. Banks, Royal Marines, the main body of which left Lyneham by R.A.F. Comet on April 25, has now assembled all its members—one lieutenant-commander, Royal Navy and two Pakistani officers joining in Karachi—and proceeded from Karachi to Karakoram and thence to the base camp which is at an altitude of 10,500 ft. at the foot of Mount Rakaposhi (25,550 ft.). The No. 1 Camp has since been established at 17,000 ft.

Permission to attempt the conquest of this peak, now the Expedition's main target, was not received until the party reached Karachi—Disteghil Sar (25,868 ft.) had previously been the declared objective.

Rakaposhi—the name means "Necklace of Clouds"—is one of the highest and most formidable unclimbed mountains in the world. The only route to the summit is along the very difficult and long knife-edged S.W. Ridge.

FOUR-NATION NAVAL EXERCISE

SHIPS AND aircraft of the Indian, Pakistan, Ceylon and Royal Navies combined last month to take part in an anti-submarine exercise named "Jet," based on Trincomalee.

Some of the supporting maritime aircraft which took part are on board the aircraft carrier H.M.S. Bulwark, one of six British ships under the command of Vice-Admiral Sir H. Biggs, K.B.E., C.B., D.S.O., (C-in-C. East Indies), who flies his flag in H.M.S. Gambia.

During the second half of June, ships of the Far East Fleet exercised under F.O.2 Far East (Rear-Admiral L. G. Durlacher, C.B., O.B.E., D.S.C.).

In addition to the British cruisers H.M.S. Gambia and H.M.S. Newfoundland, two Royal Navy submarines, H.M.S. Tudor and H.M.S. Alaric, the destroyer H.M.S. Cheviot, and the frigates H.M.S. Loch Fyne and H.M.S. Ulysses also took part.

Sportsman of the Month

A.B. J. (JOHNNY) D. STACE was born in London in 1938 and whilst very young was evacuated to Sussex.

He first learnt to swim in 1951, joining first the Bexhill Club and later the Hastings Swimming Club, and with both clubs won several junior championships at breaststroke.

In 1953, aged 15, he played water polo for Sussex Juniors (under 18) and while still at school as well as representing that County at athletics also played football for Bexhill Town.

The same year he joined the Navy as a Boy Seaman and had his first introduction to Service swimming when swimming for the Portsmouth Command in 1954.

The following year whilst on the Far East Station he won the 200 and



(Photo: "Evening News" Portsmouth)

VISIT OF LORD MAYOR OF LONDON TO CHATHAM

ON TUESDAY, May 27, the Lord Mayor of London, Alderman Sir Dennis Truscott, accompanied by Lady Truscott and their three daughters, visited Chatham as the guest of the Commander-in-Chief, The Nore, Admiral Sir Frederick Parham. After meeting civic dignitaries and visiting the Gillingham Territorial Centre, where he had served as lieutenant in the Royal Artillery, the Lord Mayor and his party dined at Admiralty House. The afternoon's programme included visits to Nore Maritime Headquarters, the W.R.N.S. quarters and St. George's Church in R.N. Barracks, H.M. Ships Duncansby Head, Relentless (both part of the Chatham Division of the Reserve Fleet), Chichester and Thule.

A practice run of the Chatham Field Gun's Crew was staged for the party while they were in R.N. Barracks.

The visit to H.M. S/M Thule was carried out in Commander-in-Chief's barge and was followed by a short trip up the river to Thunderbolt Pier where cars were waiting.

The visit concluded with tea at Admiralty House after which the party returned to London.

400 metres championships and represented the Navy at water polo in the Inter-Services championships held out there.

On returning to England in 1956 he again represented the Portsmouth Command, but this time in the butterfly stroke. He succeeded in winning the Command championships and being runner-up in the Inter-Command.

In 1957 he came under the wing of the Navy Swimming Coach (P.O. Ogden) and gave the latter much pleasure by winning the Portsmouth, Command, Navy and Hampshire County championships, being the Hampshire County record holder in butterfly. He also holds the records for this stroke of the Hastings and Guernsey Pools.

He represented the Navy in the Inter-Services championships in 1956 and 1957 and also represented Hampshire.

This season he has bettered his Hampshire butterfly record by three seconds and in competition has equalled the Navy record in the 100 yards free style and beaten the Navy record in the butterfly.

In spite of his successes Johnny has still remained the modest, unassuming character with the cheerful grin known to many in his earlier days. He is now serving in H.M.S. Centaur.

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H.M.S. Collingwood**SPORTS****Swimming and Water Polo**

WE HAVE only been able to play one more game of water polo since last going to press and that was against Daedalus to whom we went down 6-1. However, in the swimming match which followed, we managed to show the air types the way home.

Cricket

Some headway has been made in moulding a team since the last "news" report. In the Command knock-out competition we beat R.N.B. in the first round and we look forward to meeting Dolphin in the next.

Up to date we have had 11 games this season, winning four, drawing two and losing five.

Sports Day

The weather was glorious on Wednesday June 18, when we held our sports. This fact, no doubt, contributed to such a successful day, which was wound up by a very instructive fire fighting display and an excellent show by the combined bands carrying out the ceremony of Beat Retreat.

The Veteran's Race drew a record number of entries and it was quite something to see a certain very senior officer nipping up the track in stockinged feet, closely followed by Fred, the local runner.

For the 1,222 entries received for the track and field events, three days of heats were run before the following results were determined:

100 yards.—L.E.M. Ross, 10.6 secs.
220 yards.—L.E.M. Ross, 22.7 secs.
440 yards.—R.E.A. Docherty, 52.7 secs.
880 yards.—R.E.A. Docherty, 2 mins. 3.5 secs.
1 Mile.—R.E.M. Sincok, 4 mins. 56 secs.
3 Miles.—App. Bevan, 16 mins. 36 secs.
120 Hurdles.—Inst.-Lieut. Bailey, 16.9 secs.
440 Hurdles.—R.E.A. Docherty, 59.5 secs.
3,000 Metres Steeplechase.—App. Elkins, 11 mins. 7.2 secs.
Putting the Weight.—Inst.-Lieut. Grindley, 37 ft. 1 in.
Hammer.—Inst.-Lieut. Everett, 118 ft. 2 ins.
Javelin.—App. Crotty, 157 ft. 10 ins.
Discus.—App. Crotty, 120 ft. 4 ins.
Long Jump.—L.E.M. Ross, 20 ft. 10½ ins.
High Jump.—Inst.-Lieut. Warren, 5 ft. 9 ins.
Hop, Step & Jump.—L.E.M. Mason, 40 ft. 3 ins.
Pole Vault.—E.A. Scothern, 9 ft. 3 ins.
4 x 110 Yards Relay.—Middleton, 46.4 secs.
Tug-of-War.—Vernon & Hector.

W.R.N.S. Events

100 yards.—Wren Knight, 13 secs.
High Jump.—Wren Miller.
Long Jump.—Wren Waters.
Javelin.—L./Wren White.
4 x 110 Yards Invitation Relay.—R.M.B. Eastney, 58.8 secs.
Divisional placings were as follows:
1.—Vernon & Hector, Bateson, 93 pts.
3.—Middleton, 92 pts.
4.—Walker, 91½ pts.

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AUGUST ISSUE

In order that the August issue of "Navy News" may be available to readers before the August Bank Holiday, it will be issued on Thursday, July 31, instead of Thursday, August 7.

Contributors are asked to send articles, etc., to reach the Editor by first post Monday, July 21.

Classified Advertisements may be placed at:

Gale & Polden Ltd., Nelson House, Edinburgh Road, Portsmouth, as well as at the Royal Naval Barracks, Portsmouth.

Private Advertisements, 3d. per word; minimum, 2s.
Trade Advertisements, 4d. per word; minimum, 4s.

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1957 Wolseley 15/50 saloon, colour grey, with red leather upholstery, heater, screenwashers, rimblishers £880
1957 Sunbeam Rapier saloon, red and grey, heater, radio, sun visor £895
1956 Humber Hawk saloon de luxe, blue, with red leather upholstery and interior polished walnut finish, overdrive, heater £825
1957 Hillman Husky estate car, fawn and grey, with red upholstery, heater £545
1953 Hillman Minx Mk. V saloon, black, with fawn upholstery £425
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CORVETTE, H.M.S. BRYONY ANNUAL REUNION. To be held on October 18, at the Punch House, Norris Street, Haymarket, London, S.W.1. For details, contact J. K. Porter, 11 The Drive, Chingford, London, E.4.

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Sports Page

HOME AIR COMMAND LAWN TENNIS TOURNAMENT

THE TOURNAMENT was held at Alverstoke Lawn Tennis Courts on June 12 and 13, with Lee-on-Solent Lawn Tennis Courts in reserve in case of rain. Fortunately, with the exception of the first rather wet forenoon, conditions were ideal for tennis—no wind, hot, not too much sun and excellent grass courts. Consequently everything ran to schedule and the tournament was completed in two days.

In the Officers Singles Event, Inst.-Lieut. I. S. Young of Arbroath, the holder, defeated Lieut.-Cdr. D. G. Rowles of Lee, by 11-9, 5-7, 6-3, and so retains the Peewit Trophy for a second year. Young won his Navy Colours in 1957, but unfortunately this will be his last tennis season with the Navy as his commission terminates at the end of this summer.

In the Ratings Singles Event, L.S.A.(S) Gundry of Ford defended his title for the second time, but the hat trick eluded him and he was defeated by R.E.A.3 Lucas of Ariel by 4-6, 6-2, 6-0. Lucas, who was also in last year's competition and was knocked out in the semi-final, now therefore holds the Hummingbird Trophy.

The entry this year was larger than last year, there being 12 competitors in the Officers event and 13 in the Ratings event; in addition to these two events, numerous doubles matches were played with a view to selecting the Command team. The day concluded with Mrs. D. A. Williams, wife of Captain D. A. Williams, D.S.C., R.N., Chairman of the H.A.C. L.T.A., presenting the trophies and prizes.



Mrs. D. A. Williams presenting the Peewit Trophy to the winner of the officers' singles, Inst. Lieut. I. S. Young, of Arbroath

MARATHON RUNNING

SUB-LIEUT. PAPE, with thoughts of his Hong Kong triumphs to spur him on, won the Isle of Wight marathon on June 7, beating the winning time for the previous year by over seven minutes and being almost 4½ minutes in front of the second man home. This was Bob's fastest time over the distance since coming home although he had put up a faster time while in the Far East.

The race conveniently finishing on the sea front, Bob took the opportunity of having a paddle in the sea to cool off.

There were 74 starters in the race of whom 63 completed the course, including two youngsters of 62 years of age.

Water Polo

In a match against a strong Polytechnic team in London, on June 3, the Royal Navy lost by 7 goals to 14.

The team selected to represent the Home Air Command in this year's Inter Command Lawn Tennis Championships is as follows:—

Singles—Lieut.-Cdr. D. G. Rowles; R.E.A.3 Lucas; L.A.S.(S) Gundry; Lieut. D. G. Mather; Lieut. Croft; L./Air. Cook.

Doubles—Lieut.-Cdr. D. G. Rowles, Lieut. D. G. Mather; L.S.A.(S) Gundry, Lieut. Croft; R.E.A.3 Lucas, L./Air. Cook.

This result is not too discouraging when it is considered that Polytechnic have one of the strongest club sides in the country.

The following represented the Royal Navy: A.A. Hughes (R.N.A.S. Ford, Captain); A.B. Stace (H.M.S. Vernon); R.P.O. Summers (H.M.S. Raleigh); E.R.A. Viney (H.M.S. Neptune); O.A. Cox (H.M.S. Malcolm); A.B. Scott (H.M.S. Vernon) and O.A. Smith (H.M.S. Drake).

HOCKEY

Royal Navy Hockey Knock-Out Competition 1958-59

THE ABOVE competition will commence on Wednesday, October 3. If your ship or unit wishes to compete please inform the Hon. Secretary, R.N.H.A., Inst.-Lieut. N. C. Holt, H.M.S. St. Vincent, Gosport, Hants., as soon as possible.

Extracts from the Rules of the Navy Hockey Cup (Instituted 1954). Winner 1958—R.N.A.S. Culdrose.

The Tournament is open to all Royal Navy and Royal Marine Establishments, Ships and Units in and around England, Scotland and Wales whose Commanding Officers can reasonably guarantee that their teams will be available for the whole period of the competition. Each unit may enter only one team.

All units wishing to take part are to notify the Hon. Secretary to the R.N. Hockey Association (Inst.-Lieut. N. C. Holt, H.M.S. St. Vincent, Gosport, Hants.) by July 31, 1958.

There will be no entrance fee but all teams must be affiliated to the R.N. Hockey Association to enter this competition. Details can be obtained from the Hon. Treasurer, Inst.-Lieut. Cdr. A. Newing, Britannia Royal Naval College, Dartmouth.

The teams will, for the preliminary rounds, be grouped into geographical regions. A draw will take place for each round.

Once any officer or rating has played for a particular team he can continue playing for that side until the end of the competition regardless of his movements, but he may not play for any other team still competing.

The first match in which an officer or rating plays must be for the establishment to which he is appointed or drafted on the date of the match. Officers or ratings doing periods of reserve training are not eligible.

FENCING

IN THE final phase of the Royal Tournament competition held at Earls Court during the week from June 9 to 14, the sabre event was won by C./Sgt. D. F. C. Mackenzie (R.M., Deal), Lieut. J. Dougan after tying for third place, eventually lost on a barrage, P.O. Pearson, was fourth in sabre and C./Sgt. Martin and Holland succeeded in reaching the final pool in foil.

The following have been included in the Combined Services team against All England in a match in London on June 28:

Foil—C./Sgt. Martin and Holland. **Sabre**—C./Sgt. Mackenzie and Sgt. R. A. C. Thompson.

Sgt. R. A. C. Thompson has been selected to represent Ireland in the British Empire Games at Cardiff this month.

In a competition organised by the A.F.A. (Singapore), a Royal Navy team consisting of Surg.-Cdr. Glass, Surg.-Lieut. (D.) Wilkinson and C.P.O. S. Johnson won the open sabre team competition in an entry of eight teams, from both Services and civilian clubs.

CYCLING

R.N. Championships—1958

AS EXPECTED the Home Air Command dominated the R.N. Cycling Championships held at Portsmouth at the beginning of June and supplied the first four riders in both the massed start event and the 50 miles time trial.

Lee-on-Solent was the venue for the massed start race and the 12 laps of the perimeter track were covered at an average speed of nearly 23 m.p.h. in spite of a high wind and the extra hazard of a downpour which made the surface very treacherous. Sub.-Lieut. Bunyan (Lossiemouth) won by a length (time 1 hour 17 minutes 57 seconds) from N. A. Ibbotson (Lee-on-Solent) with E.A.4 Marshall (Ariel) close up and S.C.P.O.(S) Clarke (Culdrose) in fourth place. S.A.(S) Holland (Culdrose) finished a plucky fifth after numerous changes of bike following mechanical trouble.

The winner of the 50 miles time trial was once again L./A. Pearson (Ford) who recorded a fine time of 2 hours 13 minutes 8 seconds, but he was closely challenged all the way round by N. A. Ibbotson (Lee) who eventually finished only 10 seconds in arrears.

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